

THE AUSTRALIAN BICYCLE MAGAZINE
NUMBER TWENTY NINE MARCH/APRIL 1985 \$2.50

Freewheeling

Adventure travel
New trips for 1985

Keith Dunstan: On the
Great Victorian Bike Ride



Touring on fat tyres

Bicycle touring reviews
Bikes and equipment

REGISTERED BY AUSTRALIA POST
PUBLICATION NO. NBH 2266
MARCH 1985

DESIGN EXCELLENCE

FROM REPCO

FRAME SIZES: 21" 23" 25" Angles —
Seat tube 74.3° Head tube 74.3°
FRAME: Tange Champion No. 1 Main
tubes, Cro-Mo rear Stays, GSV1
Dropouts, brazed on Cable Tunnels
and Guides, W/bottle fittings, Gear
Lever Boss, Chain Rest
FORK: Cro-Mo, CCL, Chrome Crown
Top, Forged TF Ends
STEM: Nitto — Technomic alloy
BRAKES: Suntour Superbe CB3100,
Gum Hoods on Levers

MEDALIST — 12 Speed



Model No. 2790

FRAME SIZES: 21" 23" 25"
FRAME: Tange Champion No. 2 DB
Cro-Mo Top Tube and Seat Tube, No. 5
PG Cro-Mo down Tube.
FORK: Hi-Tensile, CCL Crown, TL Ends
STEM: SR — CT alloy
H/BARS: SR — CTD 390mm alloy
BRAKES: Dia Compe — 981
Cantilever, Alloy Levers, W/Hoods
CRANK SET: Sugino TRT — 50x40x28
Alloy Chain Rings

CRESTA — 15 speed



Model No. 2780

PEDALS: KKT — Pro-Vic 11B W/Toe
Clips & Straps
DERAILLEUR: Suntour — Mountech,
Extra Long Cage on rear
GEAR LEVER: Suntour — TM 10L
Top Mount
CHAIN: Izumi Sigma
RIMS: Araya — 16A 27" x 1-1/4" alloy

HUBS: Sanshin — S/Flange Alloy,
QR 36H Front 40H Rear
TYRES: Panaracer 27" x 1-1/8"
Skin Side 100 PSI
SADDLE: Taihei Avocet
EXTRAS: Alloy Touring Rack

COLOURS: Teal Blue
WEIGHT: 27lb 12oz
(12.6kg) 23" Frame
with Rack & Biddon



REPCO CYCLE COMPANY
AVAILABLE FROM LEADING CYCLE DEALERS

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE



Freewheeling

Freewheeling is published six times a year in the months of January, March, May, July, September and November. ISSN No: 0156 4579. Editorial and Advertising Offices: Room 57 Trades Hall, cnr Dixon & Goulburn Sts., Sydney NSW Australia. Address all correspondence to: Freewheeling PO Box K26, Haymarket NSW 2000 Australia. Telephone (02) 264 8544.

Publisher/ Editor:
Warren Salomon
Layout and assembly:
Philip Somerville

Typesetting: Pavillion Press Set (02) 211 0252, LetterCraft TypeLine (02) 439 4344. **Printing:** Offset Alpine Pty Ltd Derby & Wetherill Sts, Silverwater NSW Ph. (02) 647 1000. **Distribution - Newsagents:** Gordon & Gotch Pty Ltd (02) 667 0466 or offices in your state. **Controlled circulation and Bicycle Dealer distribution:** Freewheeling Australia Publications (02) 264 8544.

Material in this publication may not be stored or reproduced in any form without permission. Request for permission should be directed to the Publisher. Editorial contributions on all aspects of cycling are welcomed. Send an inquiry or write for guidelines. Freewheeling can not accept material previously published in other publications. Letters from readers for the Write On column are also welcomed.

Copyright 1985 ©

Freewheeling Australia Publications

FREEWHEELING

DEPARTMENTS

NEW PRODUCTS	8
WRITE ON	6
SOMERVILLE	19
RAMBLING	32
TANDEM TALK	46
SUBSCRIPTIONS ETC	57
AUSTRALIA AWHEEL	74
BIKE EVENTS CALENDAR	74
CLASSIFIEDS	81

CONTENTS FEATURES

ADVENTURE TRAVEL	9
Your guide to a holiday with a difference.	
WIN A BIKE OR ONE OF 50 CALENDARS	71
By participating in our second reader survey.	
TOWARDS A NATIONAL BICYCLE COMMITTEE	63
Alan Parker puts the advocates case.	
INAUGURAL MASTERS GAMES	68
The veterans olympics.	

BICYCLE TOURING

A NULLABORING RIDE	21
Ron Shepherd survives the tedium to tell this tale.	
ALL IN A DAYS RIDE	27
Summer touring with the Publisher, his family and friends.	
THE CALTEX GREAT VICTORIAN BIKE RIDE	34
2100 took part in this fantastic event.	
TOURING ON FAT TYRES	42
The Fat-tyre fanatic goes touring.	

ROAD TESTS AND REVIEWS

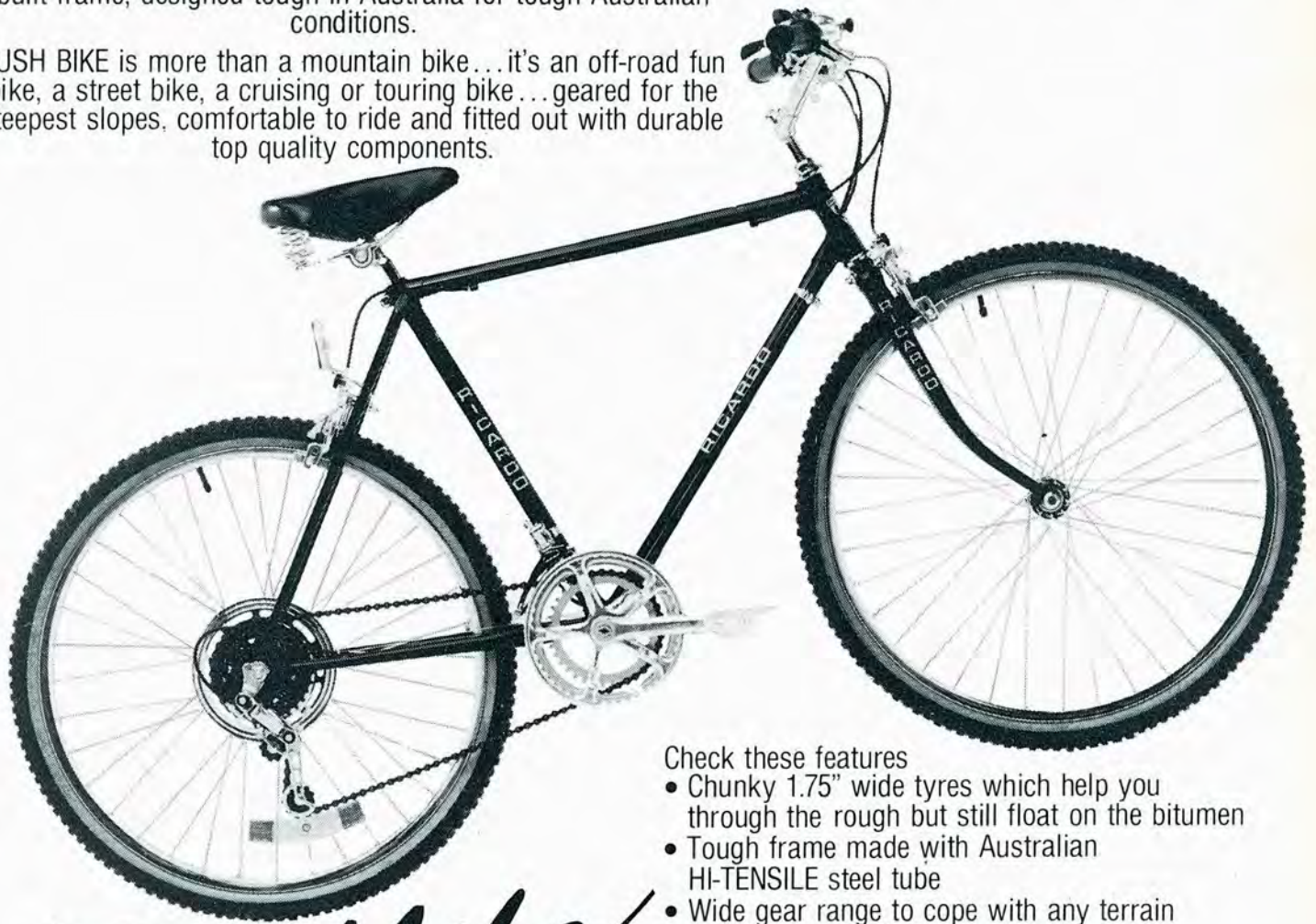
NORTH FACE JUNE BUG TENT	48
SHIMANO DEORE XT COMPONENTS	49
CAT EYE SOLAR CYCLOCOMPUTER	51
GITANE GRANTOUR	53
THE ULTIMATE ATB	54
KARRIMOR KABRIOLET	59
CANNONDALE WHISTLES/SHUTTLES	61

Cover photo: Awheel in North Queensland, this group are enjoying the easy pace on Tropical Bicycle Odyssey's Atherton Tablelands tour. See Adventure travel feature starting on page 9 for details. Photograph: Trevor Stickland. Photo this page: An early morning mist fills the Wolgan Valley NSW as this lone tourer heads for Lithgow. Photo: Benjamin Evinson.

Go bush with Ricardo!

New! from RICARDO... the BUSH BIKE... with the Australian built frame, designed tough in Australia for tough Australian conditions.

BUSH BIKE is more than a mountain bike... it's an off-road fun bike, a street bike, a cruising or touring bike... geared for the steepest slopes, comfortable to ride and fitted out with durable top quality components.



Check these features

- Chunky 1.75" wide tyres which help you through the rough but still float on the bitumen
- Tough frame made with Australian HI-TENSILE steel tube
- Wide gear range to cope with any terrain
- Positive thumb-shift gear changing
- SHIMANO front and rear derailleur
- SUGINO chain wheels and cranks
- DIA-COMPE braking system

BUSH-BIKE... the off-roader with a touch of class by RICARDO

Manufactured by

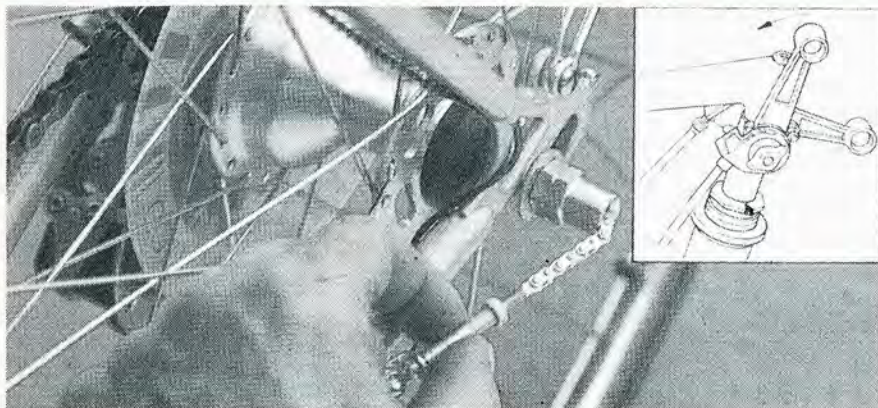
Leisure Cycles (Aust.) Pty. Ltd.

25-27 Narweena Road, Regency Park. S.A.
Phone (08) 268 9044

QLD: (07) 376 4544 W.A: (09) 344 2733
VIC/TAS: (03) 793 3150 N.S.W. (02) 602 4445



New Products and Ideas



Two speed hub

The Sachs Commander is a unique gearing system which incorporates a new design two speed internal hub with conventional five speed rear derailleur gears to give a ten-speed combination. An additional feature is the 'click' operating levers which give positive fixed stop gear shifting. At present the gears are only fitted to certain model Puch bicycles but boxed gear ensembles will be available later on in the year.

A spokesman for the company said that they have achieved an approximate 20% increase in the product's strength through improved manufacturing routes and techniques."

For the technically minded the ultimate tensile strength has been improved from 75 tons (1158 N/mm², 168,000 p.s.i.) to 80 tons (1235 N/mm², 179,200 p.s.i.) with a yield strength of 70 tons (1081 N/mm², 156,800 p.s.i.).

The enhancement will mean an extra 20% performance in terms of strength and resulting frame rigidity.

Nine speed hub!

Devotees of the internally-gearred hub welcome the appearance of a special three sprocket hub attachment. When fitted to a three speed hub this device gives nine usable gears with no overlapping of the ratios. It is designed and manufactured by Jay Delaney in the central western NSW town of Dubbo. Jay has been developing and testing the device for some time and successfully rode it in last years Off-Road Bicycle Championships. He intends to fit it to a special bicycle designed specifically for outback conditions. The hub attachment must

of course be used in conjunction with a wide range derailleur to take up the chain tension. Jay can be contacted on (068) 820 465.



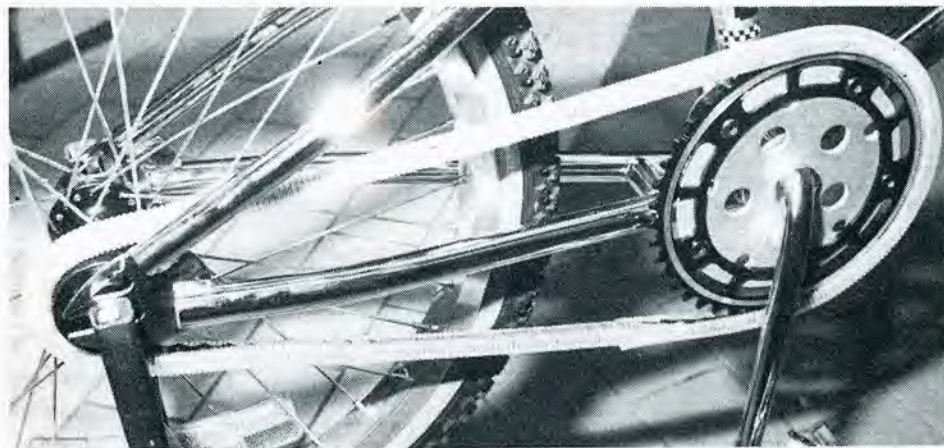
Long Seat pillar

All-terrain bikes with their smaller frames need saddle pillars that are longer than normal. The new SunTour XC II seat pillar is an incredible 300 mm long and comes in five diameters. It is made from a lightweight alloy material, weighs 255 gm and features a spring loaded device on the clamp which allows rapid removal of the saddle from its clamp. Just the thing for the biker on the go!



Chain cover

A flexible nylon cover which clips onto chains is now available for BMX and other single speed hub geared bikes. The device slots onto the chain and will stay in place even while riding. The makers claim it keeps the chain lubricated for a longer period and prevents oil and grease from rubbing off onto other surfaces like legs and clothing.



Write On

In the Back of the Ride

Dorothy, David R, Phil, Barry and self with Dave M. providing back up transport, entered this years' Tour. About 1400 entries were received and the tour started in drizzle from Belmore Park.

I was told there were about 1700 total — but we only saw a scant dozen or so, as they strung out ahead of us rapidly, and left behind the unfortunates who collected glass in their

tyres between Broadway and Arncliffe. We joined the throng on the footpath and stood mouths agape as a Ride Guide disembowelled Barry's wheel (with gloves still on!) and fitted first the repaired tube, which wouldn't hold air, and then a new tube in a very short space of time. Back on the tar and assiduously avoiding any likely glass fragments, we tried to catch up, with dire threats of "no home made cake at Audley if we didn't hurry".

It was a long personal drag through the suburbs of Rockdale, Gymea, Sylvania, with a sign always tantalising me, saying "Wollongong".

Gasping up some of the long hills and engulfing huge amounts of car exhaust fumes that aggravated my lack of fitness — and Barry patiently trailing me and walking the hills with me.

We came in at last at Audley, with the other members ready to send back the cavalry. We scored lots of home made cakes — being the last, we enjoyed the leftovers! The next stretch was dirt road — lovely by the river,

Clarence St. Cyclery

PRESENTS

SkidLid

IMPORTED DIRECT
FROM U.S.A.



\$69 includes
removable sun visor
and chin guard,
clip on mirror and
chamois sweat band.

\$59 Basic model.

**THE HELMET TO WEAR...
IF YOU DON'T LIKE WEARING A HELMET!**

LIGHT, COOL AND DESIGNED TO FLEX
AND ABSORB SHOCK ON IMPACT.

FINDING YOUR SIZE



SMALL
18.1cm or less
MEDIUM
18.7cm
LARGE
19.3cm

EXTRA LARGE
20.0cm
SUPER EX.
LARGE
20.6cm
SSXL
21.2cm

MAIL ORDER SERVICE

SYDNEY METROPOLITAN AREA AND
AUSTRALIA WIDE

Satisfaction or your money back

Write or phone your order.

Send a cheque or quote your

Credit Card Number and Expiry Date.

ADD \$2.00 FOR POSTAGE



104 CLARENCE STREET, SYDNEY 2000

(02) 29.4962



Dear Freewheeling,
I read with interest the article of the 'Gong Ride' in the last issue of *Freewheeling*.

On numerous occasions I passed the Phantom and the Chicken Man at rest stops, and wondered on their stamina in those costumes.

Whilst these riders may have set records in their own right, I feel one record has gone unnoticed. The record being the first dog to complete the 'Gong Ride'. The attached photograph shows my dog, Ben, at the lunch stop. He managed to complete the course with minimum effort despite constant questions from other riders as to when he would start pedalling.

The best comment about Ben was from the Park Ranger, when I asked if the "Dogs Prohibited" sign applied. He said "What dog?", and looked away.

Anyhow, that's the record, and if anyone has already done it, I'll share it!

Garry O'Dell

Write On

but soon there was a truck and a Ride Guide letting us know we were last and hinting not to dawdle so much.

The road between the end of Lady Carrington Drive and the lunch stop at Red Cedar Flat was very pretty, but narrow, and we found the motorists were very considerate.

At Red Cedar Flat Dorothy, David and Phil were ready to go! We hadn't even sat down! Lunch and a cuppa did wonders, I wanted to get into the car, but eventually I was talked (harangued) into continuing, and surprisingly I found the first hill not too bad. Most of us walked up Otford Hill towards Stanwell Tops where a break was taken to watch the hang gliders, and Dave patching up a rider who skidded in some loose gravel.

Next stop was Austimere, on the beach — we weren't last! Dorothy and David were ready to leave again, Phil long gone. I spotted my worried looking Ride Guide and waved to him, he seemed relieved to see me safely that far, as he'd been my shepherd for most of the Ride.

The rest of the Ride was fairly simple, my legs felt stronger than way back at Arncliffe, instead of dropping off, my tail was still in reasonable condition, due no doubt to a good anatomical bike seat.

The last few kilometres were along a special cycle-way put in by Wollongong Council along the coastline and through parks, very pleasant. The lighthouse at Flagstaff Point was a welcome sight, and I vowed I wouldn't be able to pedal up to the end, but Barry said I must — I couldn't walk to the finish — and I didn't!

Eighty five kilometres all up — if I can do it anyone can! Let's see more of you next year.

Pauline Downing
Hon. Secretary
Camden and District
Bushwalking Club.

Gone on the 'Gong

Dear Freewheeling,

I am writing from Bendigo Victoria mainly to compliment you on your organization of the 1984 Repco Freewheeling to the 'Gong Bicycle Ride.

My husband and I travelled to Sydney from Bendigo by train. We left Bendigo on Friday afternoon for Melbourne. In Melbourne we caught the Southern Aurora arriving in Sydney on Saturday morning.



The winner of the Sydney to the 'Gong Ride raffle in aid of the St Johns Ambulance and the Wheelchair Sports Association was Geoff Grace of Hunters Hill NSW. Geoff's prize was a Repco Cresta 15-speed touring bike valued at \$499.00.

We spent Saturday touring Sydney on our bikes but try as we might we were unable to ride over the bridge.

On Sunday we arrived early at the park ready for the big ride. We thought all aspects of the event were excellent and we thoroughly enjoyed every moment of it: even the big hills. We had never been in the area before and so had no idea of what lay ahead. Just as well perhaps though I feel the hills have become larger in retrospect.

The start of the ride found us feeling very nervous. A feeling which was not dispelled in the park by the sight of hundreds of obviously young fit and well equipped riders. Beside them we felt very old and out of condition. At home our riding is confined to trips of no more than 40 kilometres at weekends only, so we were not even sure that we would be able to complete the distance.

Just out of Sydney in pouring rain my husband's bike developed a flat tyre. We stopped to fix it meanwhile watching many riders speed by with cries of encouragement. It was quickly fixed and we rejoined the passing stream. However our joy was not to last. Another flat tyre. Again it was quickly

fixed. Too quickly as it turned out. We hadn't given the patch time to set and were soon stationary again. After many stops and starts at what seemed like 200 metre intervals great was our joy to discover a support vehicle, just before the morning tea stop. A new tube put an end to the tyre problem for the rest of the day. Our grateful thanks to the organizers once again.

One of the most noticeable aspects of the ride was the feeling of confidence and freedom whilst using a public highway. For once we were a majority rather than a fragile minority and thanks to the availability and helpfulness of the Guides we had undisputed right to a small portion of the bitumen.

We thought the stopping areas were well planned and organized. Morning tea break had arrived just when we felt we had achieved a minor miracle (little knowing what was to follow).

From our point of view, negative aspects of the ride were due to ourselves. We discovered that we did not allow ourselves enough time to enjoy the beauty and diversity of the route. We booked onto the Spirit of Progress back to Melbourne on Sunday

Write On

night so it became imperative to keep cycling (just in case). The sea looked so inviting it was a shame to have to pedal on. This also applied to the places of refreshment, obviously patronised by hordes of other thirsty riders, who didn't have to pedal on regardless.

As it turned out, we arrived in Wollongong in plenty of time to catch the first train back to Sydney. This recollection inspires more words of praise for the organizers. What happened on the later trains we didn't know, but it was quite a sight to see all

those bikes being loaded on. We were thankful that our train was express to Sydney. We couldn't imagine how people alighting along the way were able to find their bikes amongst that lot.

Some comments on other parts of our trip. The train fare for carrying bikes from Bendigo to Sydney was exorbitant! Had we been able to take them apart and put them in a suitcase, they would have cost nothing. Surely they don't weigh more when they are assembled.

As for our accommodation, we discovered that motel proprietors are

aghast at the thought of bicycles. Much more trouble than parking a car. We ended up having to carry our bikes up and down stairways, as we were made to put them, would you believe, in a fire escape. Apparently this was the only available space in the entire ten story motel.

This involved carrying the bikes up and down the stairs and blocking the fire escape door. On enquiry about the danger in this we were told that it didn't matter as the door was kept locked anyway. Therefore to add to this inconvenience whenever we wanted our bikes we had to locate the 'man with the key' who, when ever we needed, always proved to be at the most inaccessible point in the place. The whole thing was very time consuming and unsatisfactory.

On embarking on our tour of Sydney on Saturday we were surprised at the lack of cyclists on the streets. It soon became apparent that nobody with any sense would venture out. The attitude towards us by motorists, the general public, managers of tourist attractions etc was very poor. For example when attempting to spend money on souvenirs at the Opera House, we were told very tersely to park our bicycles down with the motor cycles in case some one fell over them. It obviously didn't matter if anything happened to our bikes down with the motorcycles, far away where we couldn't keep an eye on them.

Back to Melbourne Sunday night. Tired after the trip we spent three quarters of an hour trying to convince the man at the Luggage Dept of Central that we really did want to book our bikes through to Bendigo.

Finally we set off on the Spirit of Progress while our bikes travelled in solitary splendor on the Southern Aurora. Happily we did all meet up again in Bendigo despite the best efforts of the Railways to part us for ever.

Yes we do intend to come again and we are sure that many other riders will also want to repeat such an enjoyable experience. Our fifteen year old daughter has been so impressed with our account of the ride that she is determined to accompany us this coming year, though with three bikes to accompany us we will definitely be putting them in suitcases.

Jenny Baxter Eaglehawk Victoria

Preliminary planning for the 1985 *Freewheeling* to the 'Gong Ride is underway. Next issue will contain some exciting advance information on the fourth and biggest ride yet.

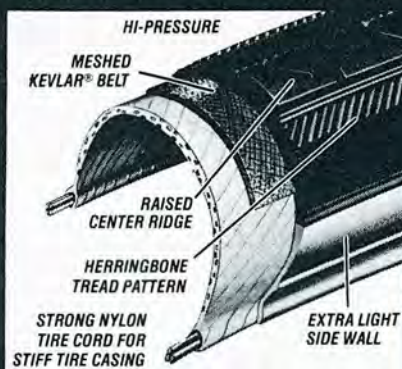


Material by DuPont...Advanced Technology by IRC

Broken glass, metal, gravel, pot holes. They're no problem for IRC's new puncture-resistant DuroTour long distance touring tire. It's virtually flat-free!

DuroTour tackles the enemies in the asphalt jungle with a super strong meshed belt constructed from DuPont's exclusive KEVLAR.[®] Yet DuroTour is as lightweight and flexible as all of IRC's popular tread winners.

Gumwall or skinwall, IRC's new DuroTour is the breakthrough that breaks through trouble! Available at your nearest dealer.



AVAILABLE IN SIZES: 27 x 1-1/8", 27 x 1-1/4", 27 x 1-3/8", 27 x 1"

IRC
A DIVISION OF INOAC
14111 Kingsley Drive, Gardena, CA 90249

Adventure Travel

If you are thinking of a holiday with a difference then a guided bicycle trip is for you.

The bicycle travel scene is growing every year. A number of tour companies have released details of new trips for 1985. In this *Freewheeling* travel update we look at new and upgraded trips for the coming year. Of course bicycle adventure is not only for the committed daily rider. Many of trips offer an easy and unhassled way to experience the joys of two-wheeled travel. Some others require a certain amount of physical stamina. All the operators listed have descriptive brochures and can be obtained by writing to the addresses provided.

As this article was being compiled some operators were still in the process of fixing their prices for late 1985 and early 1986 departures. This fact added to the wildly fluctuating value of the Australian dollar means that you should confirm all prices with the operator when you seek further trip information. It is important to note that all domestic trips are given in Australian dollars whereas most overseas tour prices are quoted in the particular foreign currency.

Trips within Australia

Cape York Adventure

The trip is the brain child of Tropical Bicycle Odysseys Director Trevor Strickland who will run the 1000 km expedition this year during the North Queensland dry season. The journey includes a 4WD support vehicle and costs \$890.00. All-terrain bike hire costs \$150.00 and food an extra \$250.00.

The trip is billed as Australia's great wilderness adventure and is physically demanding with rewards and a sense of achievement out of the ordinary.

The 1985 departures are June 16 and July 28 and are at a time of year when most southerners are feeling the depths of winter. In the north the days are usually clear and mild during winter. Tropical cycling at its most accessible.

Atherton Tableland North Queensland

Tropical Bicycle Odysseys will also run its full program of eight day Atherton Tablelands Pub Accommodation Tours with departures on May 11, Jun 1, Jul 20, Aug 31, Sept 21, Oct 12, Nov 2, 23 and Dec 14. These trips offer a support vehicle to carry gear, bed and breakfast in wonderful old timber pubs

and the services of an experienced guide/mechanic and a canoe ride down the peaceful Mulgrave River to round off an excellent trip. Costs \$295 plus \$120 food kitty. All terrain bicycles are available for hire at \$65 for the trip.

Tasmania

At least two operators are running the popular East Coast Road trips this year. This route is one of the most popular parts of the island for bike travellers. A feel for the route can be obtained from reading the ten page *Freewheeling* guide published in issue number eight. This back number is still available from *Freewheeling* for \$2.00

(incl postage). The guide is particularly suitable for travellers wishing to do the route independently.

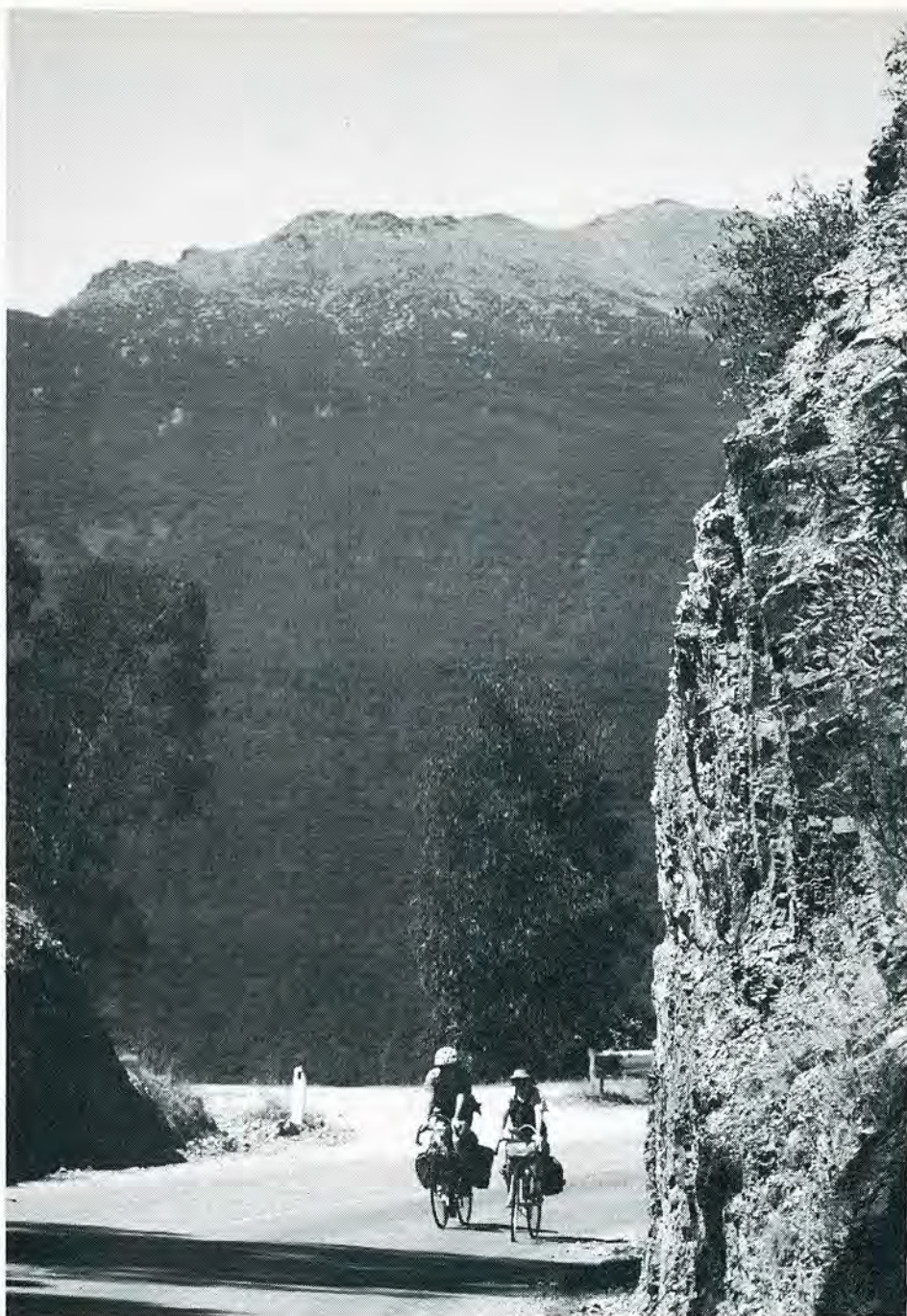
Australian Himalayan Expeditions have a fourteen day East coast trip with departures starting late in the year in November going through to March the following year. Included in the ex Launceston cost of around \$500 are support vehicle, meals and accommodation (camping).

A different style of Tassie trip is offered by the Adventure Travel Centre. Their East Coast Tour costs around the \$250 mark but doesn't include food or bicycle hire. A food kitty of about \$90.00 is payable and bike hire costs \$60.00. They do supply a cook and support vehicle. For further information contact them on: (02)264 6033

For self guided tourers bicycle hire in Tassie can be arranged through Rent-A-Cycle Tasmania. They have ten-speeds equipped with pannier racks and can also arrange hire of bags to fit. For rates and brochure phone (003) 449 779.



Charming country Pubs are a feature of Tropical Bike odyssey's tour at your disposal.



The spectacular scenery of the Snowy Mountains region is one of the rewards waiting the traveller on the Freewheeling/Tailwinds tours run there from November to February 1986. This photo was taken looking towards Mt Kosciusko from the top of Scammel Spur.

Snowy Mountains

In November through to February 1986 *Freewheeling* magazine in conjunction with Tailwinds Bicycle Travel will offer its deluxe tour through Australia's high country: the Snowy Mountains. There will be six departures starting in November and going through to February. This will be run as either a two week or one week trip and is timed for the milder weather conditions of the Alpine summer. Accommodation will be in hotels, cabins and when in the wilderness areas of Kosciusko National Park the participants will use modern dome tents. Most meals are provided and the

ex Canberra cost of \$880 for the two week tour and \$490 for the one week option includes support vehicle, tour guide and a preliminary day tour of the national capital Canberra. For details write to Tailwinds Bicycle Travel 9 Sargood St O'Connor ACT 2601.

Bacchanalian Biking

Bicycle tours taking in local wineries have always been popular. Australian Himalayan Expeditions have three trips one in each of the country's best wine growing areas. All of the tours are weekenders and include food accommodation in country pubs and

support. You will have to buy your own wine but at least there is the support vehicle to pick you up if you over indulge. The NSW tours explore the Hunter Valley, in South Australia the Barossa region while in Victoria you will visit Rutherglen in the north east. Trips costs start at \$125 and include the use of ten-speed bikes. There are tour departures in most months of the year. Contact AHE for exact details.

Gourmet Tours?

Bicycle touring with country pub accommodation and gourmet evening meals is proving very popular.

Extra departures for the 5 day Grand Bicycle Tour of N.E. Victoria have been programmed by Bogong Jack Adventures who specialise in active outdoor travel.

This unique touring holiday takes in the best of the North East's attractions, and the autumn display of colour makes April and May departures particularly attractive. Plenty of time is allowed for visiting wineries, craft shops, a mustard farm, historic buildings etc.

The tour is suitable for healthy novice bike riders. Average daily distance cycled is 38 kms.

The back up mini bus and bike trailer carry all luggage, purchases and even cyclists should they want a rest.

Accommodation varies from four star motel to National Trust classified hotel. The evening comforts are definitely appreciated after the day's touring.

Restaurant meals are a highlight. One recent participant suggested the holiday be called "The Gourmet Bicycle Tour".

Eating Lebanese at Yackandandah is certainly unique. The very popular 'Shamrock Restaurant' in Rutherglen provides an excellent last night's dining.

Autumn departures for the five day tour are April 15 and 29 and May 13. The cost of \$340.00 is all inclusive ex Wangaratta. This includes touring bicycles, accommodation, meals and trip notes.

Bookings can be made through Vic-tour or the Outdoor Travel Centre in Melbourne 677252, Thor Adventure Travel in Adelaide 212 7857, Ausventure in Sydney 960 1677, or with Bogong Jack Adventures, P.O. Box 209, Wangaratta, 3677 (057) 21 3145.

Overseas Trips New Zealand

Across the Tasman bike touring companies are sprouting up all over the country. Each of these operators is represented in Australia by a local

travel operator though some are marketing to Australia direct.

Trips from the Ten-Speed Touring Company are marketed by Australian Himalayan Expeditions and offer a choice of hotel/motel or camping tours. Both their 21 day and 15 day itineraries take in both islands and start or finish in Auckland in the north and Queenstown in the south. With the currency exchange favoring Australia a bike holiday can be amazingly cheap. Costs range between \$AU1280 and \$AU919. Full details from AHE (02) 357 3555, (03) 419 2333.

The Bicycle Touring Company has 24 day tours of both islands, 8 day trips in the North Island and 16 day trips in the South Island. Food, accommodation in country inns, a group leader and chef, support vehicle and ten-speed bicycle are all included in the costs which range between \$AU210 and \$AU1375. The trips are being marketed by Tailwinds Bicycle Travel and you should contact them for a colour brochure and up to date prices on the various tour options. (062) 496634.

New Zealand Pedaltours is an independent operator who deals direct with Australia. Their trips provide either camping or hotel/motel accommodation in either or both Islands. Trip costs range from \$NZ599 to \$NZ1599. Their trips are run mostly during the summer months so contact them for details of the 85-86 trips at: PO Box 49-039 Auckland 4 New Zealand.

Kiwiscene is another small tour operator offering New Zealand trips. They have either fully accommodated or camping trips all with experienced tour leaders. For details and brochure contact: Kiwiscene, PO Box 10141, Te Rapa, New Zealand

Europe Bike Events

For nine years Bike Events have been at the forefront of the cycling revival in Britain, organising rides throughout Britain, in Europe and as far away as America. They are best known for the London to Brighton Bike Ride, celebrating its tenth anniversary this year, which last year became the biggest bike ride in the world. 20,000 people, few of them regular cyclists, had a marvellous day out cycling to the seaside and while their holiday tours are hardly on the same epic scale the same care, expertise and thought goes into their organisation.

Every year they try to introduce at least one new tour to their itinerary. Last year it was a trip to Ireland and it proved such a success that they are running three trips there this year. 1985 sees the introduction of two completely new rides — a fantastic Trans-European expedition taking 100 people over the Alps from London to Venice and a more leisurely hotel-based tour of the English countryside on our "English Journey" from Salisbury all the way up to the beautiful city of York.

For full details of all their tours write to: Bike Tours,
P.O. Box 75,
Bath, Avon BA1 1BX, U.K.

Bike Events 1985 Trips in brief

London to Venice. A three week tour across Belgium, France, Germany, Switzerland and Italy. Tour dates: September 1 - 20. Cost 300 pounds UK. Costs do not include lunches, dinners and return fares.

County Kerry - Ireland. A seven day tour through the south west of Ireland. Tour departures: May 25, August 24 and September 7. Cost: 198 pounds UK. Price includes return ferry fare from Liverpool to Dublin, rail connections between Dublin and the start of the tour and bed and breakfast only. The usual support is included.

Salisbury Cathedral to York Minster. A journey through historic England. Fourteen days in the English countryside. Cost: 470 pounds UK includes bed and breakfast but not lunches and evening meals. Tour departs Salisbury on July 6.

The Bicycle Belle a UK bike classic. Bike Events hires an express train and takes 400 lucky people out into the countryside for a day of cycling fun. Participants have a choice of ten different routes devised for interests. The train is parked at a quiet country station and an afternoon tea is served on the platform on the riders return. Cost includes return rail fare and detailed trip notes plus of course afternoon tea. Two departures: May 18, 12.80 pounds UK; October 12, 8.90 pounds UK.

Bath Cycle Breaks. Bike Events has a range of short or long tours centering on this beautiful city. Costs vary according to the duration. 7 nights including accommodation and return rail from London costs 120 pounds UK.

Loire Valley. This fourteen day tour visits the famous north west of France. After this tour you'll have chateaus and pastries coming out of your ears. Costs of 335 pounds include bed and breakfasts, ride support, return fares ex London and trip notes.

The Great British Bike Ride 1985 is not a ride for the beginner but is one hell of a good time. Lands End to John O Groats in three weeks for 200 people. Bike Events provides full support and entertainments along the way. Daily distances are kept to around 90 km so its not for the rank beginner. Many Aussies have already done the GBBR will you be next? Costs (230 pounds UK) includes meals on wheels, luggage vehicle and mechanic, campsites (GBBR is a camping trip) and entertainment. Departure for 1985: July 27.

The End to End 1985. The lightweight equivalent of the GBBR for cycling heavy weights. John O Groats to Lands End camping along the way with Bike Events providing the usual excellent support. Costs of 200 pounds UK include breakfasts and evening supper but not lunches and dinners, campsites and support.

The Tenth London to Brighton Bike Ride. If you have ridden the Sydney to the 'Gong Ride then you *have* to ride this years London to Brighton. Its a similar distance (89km) and the railways will get you back to London

A group of happy travellers pose for the camera at Tarwonga Gap during one of Bogong Jacks bicycle tours. This company has a number of trips to suit all tastes.

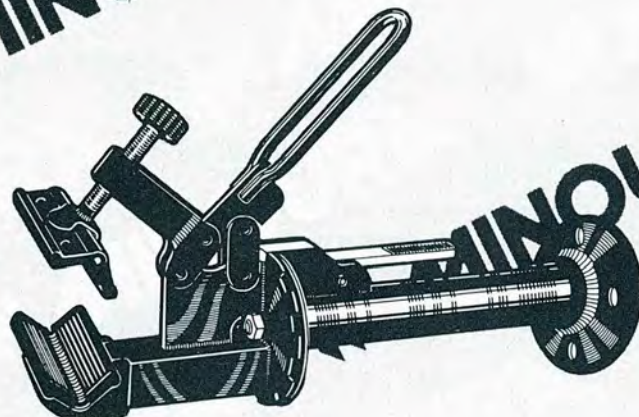




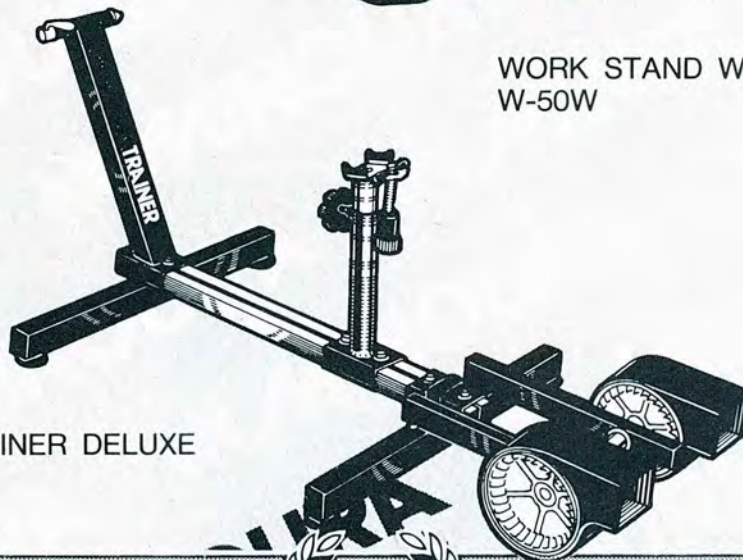
DELUXE WORK STAND
W-50



WORK STAND BENCH MOUNT TYPE
W-50B



WORK STAND WALL MOUNT TYPE
W-50W



RACING TRAINER DELUXE
826-1F DX

REPCO



CYCLES

MINOURA CO. LTD

1197-1 GODO ANPACHI GIFU, JAPAN
TEL. (058427) 3131 FAX. (058427) 7505

REPCO CYCLE COMPANY

MELBOURNE, SYDNEY, BRISBANE, ADELAIDE

Trade Enquiries:

afterwards. The ride is so big now that the roads are virtually closed to motor traffic for the duration of the ride. Costs nothing but you pay for all that you consume along the route and get bitten for donations to various worthy causes. Lots of fun and a must for any Aussie loose in Europe during the northern summer. This year's date: June 30. What a way to end your fiscal year in style!

Bicycle Beano Holidays! – Welsh Border Tours

Bicycle Beano holidays are unique – congenial company, delicious vegetarian food, exclusive campsites and fantastic off-the-beaten-track routes. As well as excellent cycling, there will be ample opportunity for walking, sightseeing, sun and river bathing, relaxing or lingering over cream teas and local ales. The beautiful and unspoilt Welsh Borderlands are best appreciated on a Bicycle Beano.

'Beano' means a feast and a merry time and that's exactly what you'll have.

The rides are designed for enjoyment rather than Olympian endurance – all ages and abilities are welcome, including children. Using extensive local knowledge the organisers have produced a selection of routes, varying between 15 and 60 miles, which make full use of the little known lanes of this region. Detailed route information enables you to go as you please or with a guided group.

Delicious wholefood/vegetarian breakfasts and evening meals are provided by campsite caterers; carnivores aren't ostracised. We provide marquees, toilets, hot water, luggage van, route maps, and mechanic. Bicycle/tent hire available.

An area of outstanding natural beauty, the borderland between England and Wales was for centuries the scene of constant strife and disputes. Evidence of this can still be seen in the abundance of pre-historic monuments and hillforts, ruined castles, fortified manor houses and isolated ancient churches. Geographically, this sparsely-populated region is a land of contrasts, intimate in size but grand in design. Ideal for cyclists who enjoy variety on a day's ride.

Ludlow Festival Beano coincides with the medieval town of Ludlow's annual arts festival, which includes open-air performances of Shakespeare's 'The Tempest' in the castle ruins. (1 campsite) 22–29 June. 7 days, 94 pounds.

Wye Valley Beano based near the Black Mountains in Wales. (1 camp-

site) 25 May–1 June, 27 July–3 August, 17–24 Aug, 24–31 Aug. 7 days, 84 pounds.

Bicycle Beano Tour of the English counties of Shropshire and Herefordshire, and the Welsh counties of Powys and Gwent. (6 campsites) 6–13 July. 7 days, 94 pounds.

Bicycle Beano Bonanza. Either a week in England and a week in Wales, or two weeks in Wales. (2/3 campsites) 20 July–3 Aug. 14 days, 145 pounds.

Mountain Bike Beano explores the Welsh mountains on All Terrain Bikes, the best ATB area in the UK. (1 campsite). Same dates and price as the Wye Valley Beano.

Bicycle Holidays in Denmark – DIY Bicycle Tours made easier

For the experienced bicycle traveller Europeans countries with their established tradition of catering to the special needs of bicyclists provide perhaps the easiest cycling environments in the world.

Many countries publish detailed guide books in foreign languages to cater for the international traveller. One of the more progressive European countries is Denmark which has just released its latest publication *Bicycle Holidays in Denmark*.

Copies of the brochure, the Danish Cyclists Map and the 48 page Denmark Catalogue can be obtained from the Danish Tourist Board 60 Market St., Melbourne Victoria. Telephone (03) 62 3363

Denmark is the only country in Europe to have published a free brochure for the benefit of cycle tourists.

The country has 2.5 million of bicycles, which means that every second Dane owns a bicycle. And one million Danes bicycle all the year round. Many bicycle in the cities for which reason the last few years have seen a vast extension of the bicycle paths.

The capital of the country – Copenhagen – consequently can boast of the title 'The Most Bicycle-oriented City in Europe'. This must sound appealing to a foreign bicyclist, who wants to have a bicycling holiday in another country.

Denmark is an excellent country for bicycling holidays. The highest position in the country is no more than 179 metres above the sea. But this does not mean that the country is flat and dull. Far from it. The characteristic landscape is extremely alternating with undulating hills and winding country roads and lanes with scant motorised traffic, which means

that every moment in your saddle offers new and pleasant views.

Denmark has more than 500 islands and only 60 of them are inhabited. The many islands make the travelling bicyclist cross sounds, belts and fjords by means of small, friendly ferries. The short rides by ferry provide a pleasant break in a bicycling journey, and offer exciting and warm mementos.

There are more than 46,000 kilometres of country roads with scant motorised traffic at the disposal of the bicyclist on holiday. Also, there are the special bicycling lanes meant for pedestrians and bicyclists. For instance, Denmark's longest bicycle lane is the more than 60 kilometre-stretch between the two cities Horsens and Silkeborg, which was originally built as a railway.

The free brochure *Bicycle Holidays in Denmark* offers further practical and essential information about bicycling holidays in Denmark. The brochure describes for instance some of the most attractive and suitable bicycling districts of Denmark, which maps to choose, and where to acquire them, where to sleep, traffic laws, and in addition offers a lot of useful addresses and further directions.

The Danish Cyclists' Federation has prepared an excellent general map of Denmark for use in the planning of a bicycling holiday in Denmark. The Cycle Tourist Map gives a wealth of practical information in English, German, and Danish. The map shows which major roads have bicycling paths, special bicycling lanes, suggestions for routes, ferry connections, camping sites, and youth hostels, etc. On the back of the map are listed addresses of local tourist offices, which

Cyclists' Accommodation Directory

The Directory is a list of people who offer simple hospitality to touring cyclists. Anyone on the list can stay with anyone else on the list.

Cyclists who use the Directory are asked to write or call in advance. They are urged not to drop in unannounced.

To be included please send your name, address, and phone number, with an indication of where you live e.g. 7 km SE Melbourne GPO. Please enclose a self-addressed, stamped 230x60mm envelope for your copy of the Directory.

The Directory is printed and distributed privately and a \$2.00 donation to defray costs would be appreciated. Send to:

John and Marjorie Barrett
52 Alexandra Street
EAST ST KILDA VIC 3183

DIA-COMPE BRAKES WITH TRADITION.

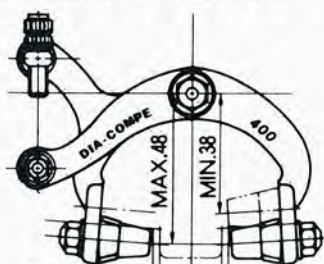
INTRODUCING THE N-SERIES.

Redesigned with a new clean shape and graceful lines, the new N-Series is a complete line of brakes that allows you to match your needs and budget perfectly. From the stylish precision of the NGC models to the incomparable performance of the economical DC models, all N-Series brakes are made with the same craftsmanship and quality that have made Dia-Compe famous.

The N-Series brakes are available in two sizes: the 500N Series with a reach of 43mm to 57mm and the 400N Series with a reach of 38mm to 48mm. With the



N-Series brakes feature positive action quick releases and alloy tire guides.



The 400N Series is designed for frames that require a short reach brake.

N-Series you can choose exactly the features, details and finish you desire.



The N-Series is the perfect combination of performance, quality and value...for all types of riders and their bicycles.

Dia-Compe, the name to remember when you are looking for the finest.



AVAILABLE FROM LEADING CYCLE DEALERS



As a cyclist in Denmark you will find about 46000 km of secondary roads at your disposal.

have produced suggestions for bicycling tours in their area, list of addresses of youth hostels, ferry and railways offices, and rates.

The Cycle Tourist Map is recommended to all who want to spend a bicycling holiday in Denmark, and who want to plan their holiday well in advance. The map cost d.kr.30 (Australian cost unknown) and can be purchased from the Danish Cyclists' Federation or the Danish Tourist Board.

Holland

The Dutch have long been major users of the bicycle. It has only recently that they have discovered this mechanical workhorse as a suitable recreational vehicle. The Dutch travel authorities have produced a number of publications to help the cyclist enjoy and see the best of Holland. Travellers can choose between self guided tours or professionally conducted trips with a wide variety of accommodation and costs. For full information contact the Netherlands Board of Tourism, Suite 302, 5 Elizabeth St., Sydney NSW. (02) 276921

China

At the last count there were at least five companies offering the popular China bicycle trips. It is now possible to cycle independently though some areas are still out of bounds because the Chinese feel that their facilities are not up to the required western standards. At least you don't hear that kind of thing said by Australian authorities about this country though in some parts the tourist facilities are non-existent as any

long distance bicycle traveller will tell you.

Most China tours start from Hong Kong and explore Guangdong province inland from Guangzhou (Canton). The Chinese hosts are very helpful and all luggage is carried in a support vehicle. Accommodation is in hotels on a twin share basis and all meals are included. The Cantonese style cooking is to say the least sumptuous. Chinese (read Taiwanese) ten-speeds are provided. If you need further convincing to do this

remarkable tour read Keith Dunstan's two part account in *Freewheeling* numbers 23 and 24. Each are available for \$2.00 including postage.

China tours are offered by Tailwinds Bicycle Travel, Australian Himalayan Expeditions, The Adventure Travel Centre and a number of US operators. AHE and Tailwinds addresses are given elsewhere in this article, the Adventure Centre can be contacted on (02) 264 6033.

Mongolia

The old Silk Road that connected Imperial China to the west in the days of Marco Polo is the focus for Tailwinds' most exciting new trip for 1985. The three week trip costs \$AU3890 and includes all air fares and travel expenses within China, food and accommodation, support, guide and use of an American Specialized Stumpjumper 15-speed all-terrain bike. The tour will visit many historic sites and natural features like the Gobi Desert. A unique opportunity for the traveller wanting something completely different. Only one departure on June 2

AHE are expanding their China program with a new trip into Mongolia. This tour uses Specialized Stumpjumper and visits towns and villages little seen by westerners. During the tour you will stay at least one night in a traditional Mongolian Yurt a tent made of felt (see cover of *Freewheeling* issue 28).

Tailwinds also has a similar Mongolian trip and a preview of it can



India is a land of contrasts as you will discover on Australian Himalayan's India tour.



Into cycling? Get onto Apollo

Choose from the Apollo range covering all styles — touring, sports and leisure, triathlon, racing, off-road, or general commuting. Wherever you are, an Apollo dealer is nearby to guide you in the right choice. Remember — Apollo is the bicycle by which excellence is measured.

Apollo Dalyte Helmet

Maximum protection and cool comfort.



Full perimeter air flow — not just slits or holes.



The Apollo Dalyte is head and shoulders above the rest in protection, visibility and lightweight comfort. The distinctive air flow ventilation system means no need for holes in the shell. The helmet is suspended away from the head — a design engineered to allow the flow of cool air to circulate between the top of the head and the helmet. Testing also proved that a full shell design without holes provides optimum structural strength while preventing branches, gravel and pointed objects from entering the helmet, (not to mention rain or bees). The Apollo Dalyte also incorporates safety reflector strip.



Apollo Cutlass 18 Speed

Tange Chrome-moly frame. 27" alloy wheels with Q.R. hubs. **Frame sizes:** 21", 23", 25". **Gears:** Suntour ARX-GT. **Cluster:** 14-34T Gold. **Brakes:** Dia Compe N500 alloy sidepull. **Chainwheel set:** Sugino GT Triple Aero 52-42-28T. Rear alloy carrier; twin bidon cages; many frame braze-ons. **Colours:** Champagne, Metallic Light Blue.



Apollo Himalaya 18 Speed

Chrome-moly frame: 19½" and 22"; 26" alloy wheels. **Gears:** Suntour Mountech G.T. **Cluster:** Suntour 14-34T Gold. **Brakes:** Dia Compe alloy cantilever. **Chainwheel set:** Shimano Tourney Aero alloy cotterless 48-40-34T. **Colour:** Steel Grey.



**Judged
Mountain Bike of the Year — 1984**

Check the Yellow Pages for your local WoW Dealer, or contact:
Apollo Bicycle Co. Pty. Ltd.
P.O. Box 167, Wahroonga 2076
Telephone (02) 487 1900



be obtained by reading the cover feature article in *Freewheeling* issue 28. The front cover shows Tailwinds proprietor Rob Fletcher outside a Yurt. Tailwinds are offering a special tour in their Mongolian program for school teachers. For details contact (062) 49 6634.

Japan

Australian Himalayan Expeditions Japan trip gives Australians a close up view of life in this fascinating country. The tour visits parts of the southern Island of Kyushu. During the three week tour you will stay in local inns enjoying rural Japanese hospitality. Trip costs of \$AU2742 includes return air fare, food and accommodation, support vehicle, guide/interpreter and transport from Tokyo to the start of the ride. Few Australians know about Japan: now's your chance to find out. Two departures yearly, one in April the other in October.

Hokkaido the northern most island of Japan is the destination of Tailwinds trip to this country. One departure (5 May) only for this three week trip which includes accommodation in local inns, meals, full support air fares ex Sydney. Costs are \$AU 2975.

India

Australian Himalayan Expeditions started this trip in the seventies and its still going strong. The 25 day round trip takes in rural India as well as the fascinating cities of Jaipur, Mathura and Delhi. Sturdy Indian bikes are provided as part of the \$AU 2267 cost. Also included are return air fares ex

The northern Japanese island of Hokkaido is the destination for Tailwind's 1985 Japanese trip. Photo* Christopher Williams.



The magnificent scenery of North America awaits the Aussie adventurer on any one of Bikecentennial's tours during the northern summer.

Sydney/Melbourne, food and accommodation. One departure yearly: December/January.

North America

Tours in North America are so numerous that we just don't have the space to provide detailed information so what follows is a selection of tour operators and an indication of the types of trips they cater for. There are over eighty tour operators in the USA and Canada so this is a small sample indeed. Addresses are provided so that you may write for full descriptive brochures and the latest price details. Bear in mind that your Aussie dollar at present only buys about seventy US cents so check all costs carefully with the current exchange rates.

Tailwinds Bicycle Travel

This Aussie operator offers the local traveller a chance to escape the southern winter and cycle the spectacular Rocky Mountains region. They offer three short trips centered on the resort town of Banff in Jasper National Park. The tours visit the magnificent glaciers and the lakes region with its hot springs and mountain scenery. Lakes option is 8

days and costs \$AU520 ex Banff while the Icefields trip of 8 days costs \$AU 560 for lodge accommodation or \$AU 495 for camping accommodation. All trips are ex Banff. Tailwinds can also arrange travel to and from Banff.

Bikecentennial

This is the same group that organized the very successful mass rides across America in 1976. Each summer they offer a variety of tours mostly of the small group unsupported type along the many trails they have developed. For information write to: Bikecentennial Inc PO Box 8308-FW Missoula MT 59807 USA. They will then send you a copy of their colour tours booklet for 1985.

Tours for 1985 include: The Trans America Trail. This is the classic coast to coast trip. You will need 90 days and \$US 1660 (which includes food and camping accommodation) to do the 7120 km journey, two trip departures in each direction between May 16 and June 18; North Star, Montana to Alaska 68 days \$US 1475; Great Parks North, Montana to Jasper Alberta, 21 days, \$US450; Northern Tier, East to West via a northern route through parts of Canada and the USA, 90 days, \$US1660.

Bikecentennial also has a number of shorter fully accommodated and supported rides in various locations across the USA. Trained leaders and excellent route information are provided with their trips.

American Youth Hostels

This group, the American branch of the famous International Youth Hostels, organises small group unsupported tours throughout the USA, Canada, China, Europe and even New Zealand. Write for a 48 page colour trip book to: American Youth Hostels, National Administrative Offices, 1332 I Street NW, Suite 800, Washington DC 20005 USA.

South East Pacific Treks

This small company based in Hawaii has trips through out the Pacific Basin. Write for an information package to South East Pacific Treks, PO Box 4448, Kailua Kona, HI 96745 USA. Trips for 1985 include: Hawaii - The Big Island, 640 km, 12 days, \$US 680 includes accommodation, all meals, back up vehicle and experienced tour guide.

Hawaii Volcano National Park. 5 day ride and hike to the spectacular Kilauea Crater an active volcano. Trip cost \$US 350 includes all meals tent and cabin accommodation and backup support including experienced guide.

South East Pacific Treks also has trips to S E Asia (Malaysia), South Island New Zealand, Japan (Hokkaido) and the west coast USA.



CHAIN THE WORLD WITH IZUMI CHAINS. A TOUCH OF CLASS.



SUPER TOUGHNESS

PROFESSIONAL USE FOR ROAD RACING & RACING



IZUMI VI

HIGH QUALITY FOR ROAD RACING



IZUMI Σ

HIGH QUALITY FOR TOURING
& MOUNTAIN BICYCLE



IZUMI COLOR CHAIN

BMX COLORS: RED/SILVER, BLUE/SILVER, GOLD/SILVER
COBALT/BLACK, ALL NICKEL PLATED.

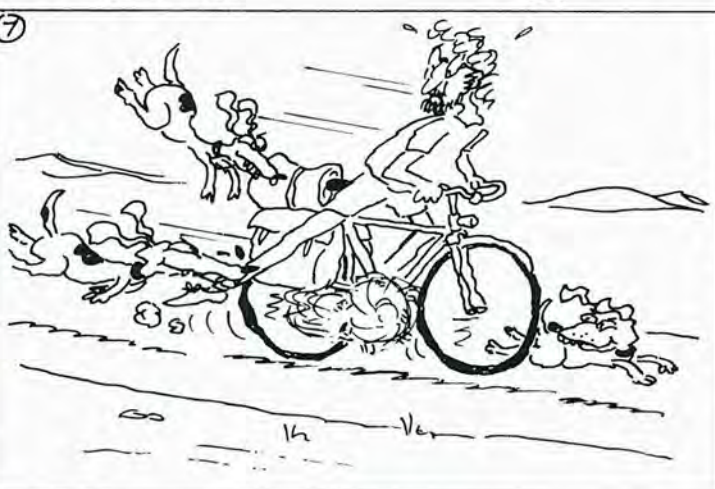
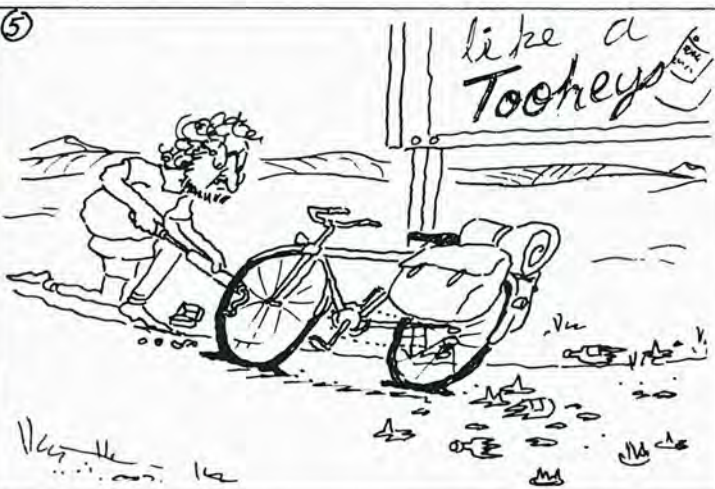
Contact to:

REPCO CYCLE COMPANY

Head Office: 25 Hamilton Street, Huntingdale, Vic., 3166 Phone 568 0211

N.S.W. Branch: 16 Street, 2164 Phone: 609 2322

QLD. Branch: 30 Lysaght Street, Acacia Ridge QLD 4110



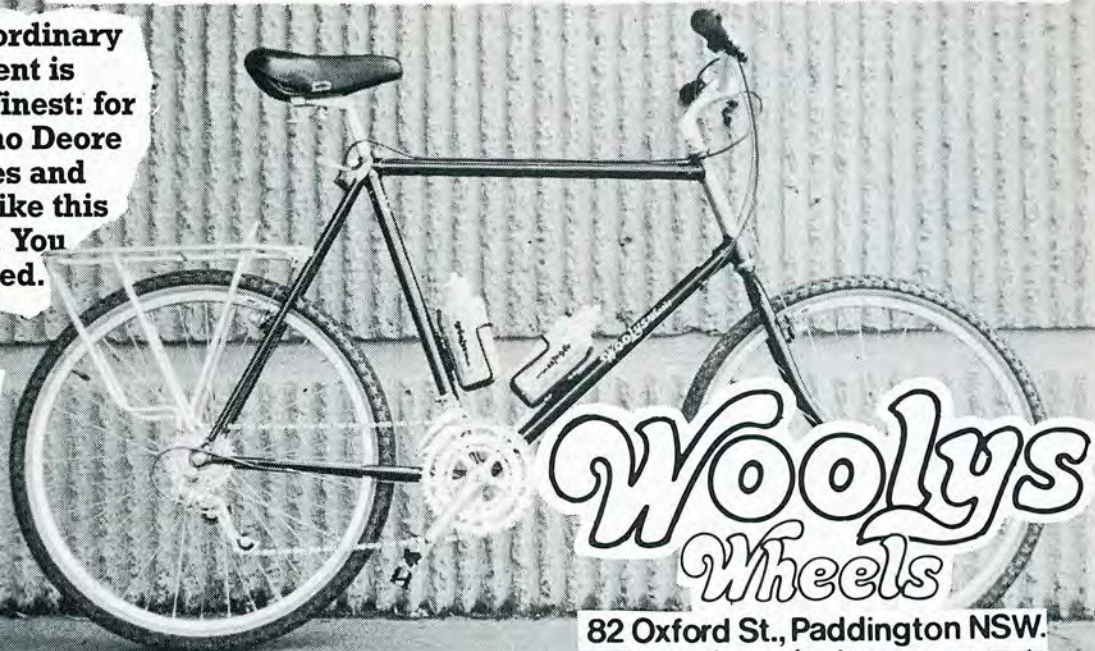
THE ULTIMATE ATB

THE TOP QUALITY BICYCLE FOR ALL-TERRAIN ACTION

Ultimate ATB is no ordinary bicycle. Its equipment is among the world's finest: for example the Shimano Deore XT cantilever brakes and gears. With a bike like this you expect the best. You won't be disappointed.

The Ultimate ATB

Frame sizes: 50, 54 and 60 cm. Alloy two way adjust saddle pillar. Shimano Deore XT brakes and gears. Ukai alloy rims, sealed hubs. Specialized Crossroads Tyres. Heavy duty alloy rear rack.



82 Oxford St., Paddington NSW.
Telephone (02) 331 2671



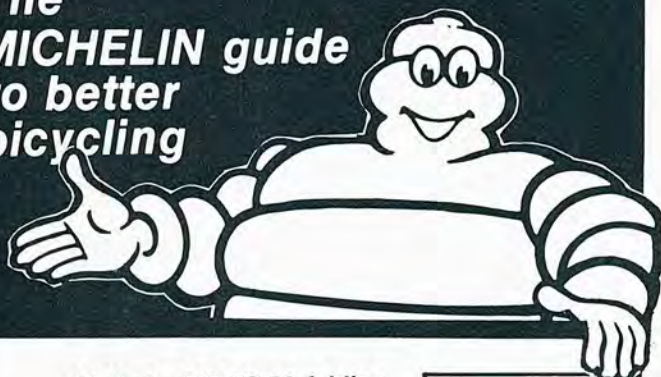
HOSHI

Quality spokes and nipples
from Japan

HOSHI INDUSTRIES CO. LTD.
No. 1-40 Minarto 2 - Chome,
Izumisano City Osaka Japan

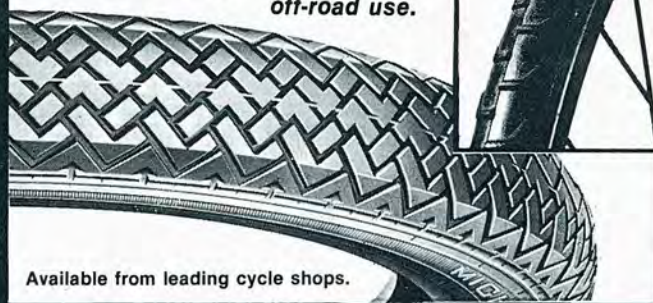
Trade enquiries: Repco Cycle Company Melbourne Sydney Brisbane

The
MICHELIN guide
to better
bicycling



Michelin BIB TS 28 folding
cyclo cross tread. Just the
thing to turn your road bike
into a cyclo cross machine.

Michelin Mountain Bike tyre.
Features aggressive snake belly
tread pattern good for street or
off-road use.



Available from leading cycle shops.

WHOLESALE STOCKISTS HANTRADE (02) 666 9633; (03) 379 6941



Ron Shepherd pedals his Moulton AM7 across the treeless section of the Eyre Highway between Yalata and Nullarbor. Photo: Greg Lawrence.

A Nullarboring Ride

Much has been written in past issues of *Freewheeling* about the Nullarbor crossing that long drawn out road between Eastern and Western Australia. Like any road through arid countryside it is a physically demanding journey. At best it is a physical challenge: a chance to say, 'been there done that!' At its most tedious it is as Ron Shepherd puts it - monotonous and.... a Nullarboring ride!

Dib't bother to ride a bicycle across the Nullarbor. Cycling America is a green and pleasant experience. Pedalling across Europe or Asia is a cultural delight. But crossing Australia by bike is a bore, a matter of coping with monotonous scenery, inadequate supplies and communications, and uncertain weather.

There are plenty of nice parts of Australia to cycletour. The south-

eastern corner is the best — Victoria in springtime, Tasmania in summer. If you've been there, done that, fly with your bike to New Zealand's South Island in summer, or to Malaysia's west coast any time of the year. Much more interesting and beautiful than crossing this vast arid continent of ours.

The Nullarbor was first crossed on a bicycle by Arthur Richardson in 1896.

He rode from Coolgardie to Adelaide in 31 days. An amazing feat, considering that there were no roads but only tracks, including the notorious Eyre Sand Patch. For food and water, Richardson relied on scattered homesteads and telegraph stations. Now there is a sealed road all the way and you are never more than a day's ride from food and water.

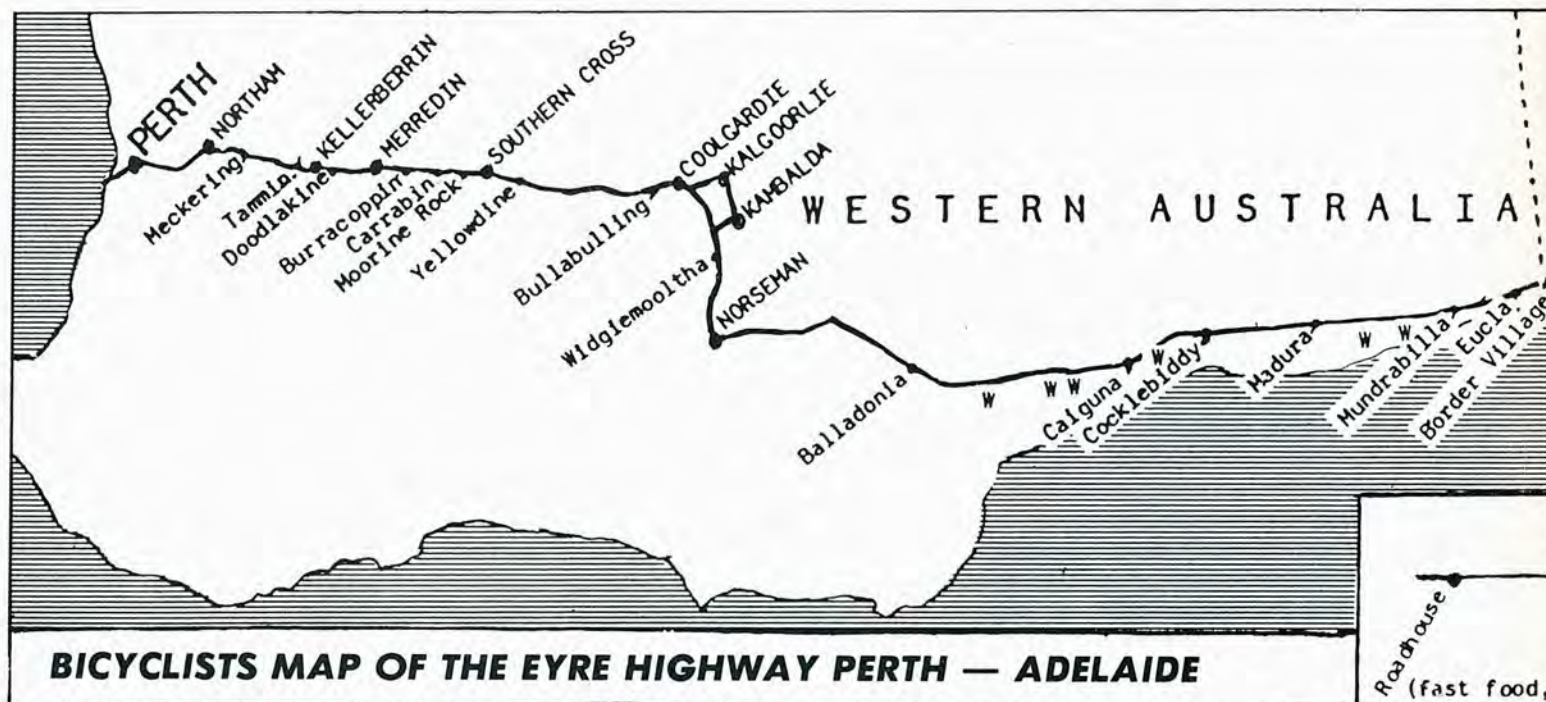
Strictly speaking, you go nowhere near the Nullarbor desert, which is up

north where the railway line is. The Eyre Highway is across a flat plain covered mainly with saltbush and spinifex. The road surface is excellent in South Australia, and good to fair in Western Australia, where in places the edges are broken or the resurfacing

is very coarse. There is little traffic, although you do need to hang on to the handlebars when there is a crosswind and the big semis roar past. There are no towns, only roadhouses, for 1200 kilometres of the trip. Their range of goods and services is limited,

but the food and drinks they have make the crossing comfortable, indeed feasible, for modern cyclists.

No one knows for sure how many cyclists now cross the Nullabor. The roadhouse staff I asked about this gave vague and anecdotal replies. In three



In a world of mass production there's something special about a Hillman

Hillman's offer all their customers the option of personalised bike selection and after sales service. Each bicycle can be custom built to meet individual needs from the extensive Hillman stock of quality components and frames. With over forty years experience in cycling its any wonder a Hillman bike is something special.

Hillman Cycles 44-46 Grantham St., West Brunswick Vic.

Tel: (03) 380 9685

111 Brighton Rd., Scarborough-WA Tel: (09) 341 3581



NAGAOKA

NAGAOKA QUALITY TOURING EQUIPMENT

NAGAOKA's Innovative Lower Gravity Positioning Racks Promise You an Enjoyable Long Distance Bike Touring.



FRONT

LOW RACK

Model AFC-LR1

Weight: 380g

**DURALUMINIUM
LIGHT ALLOY**

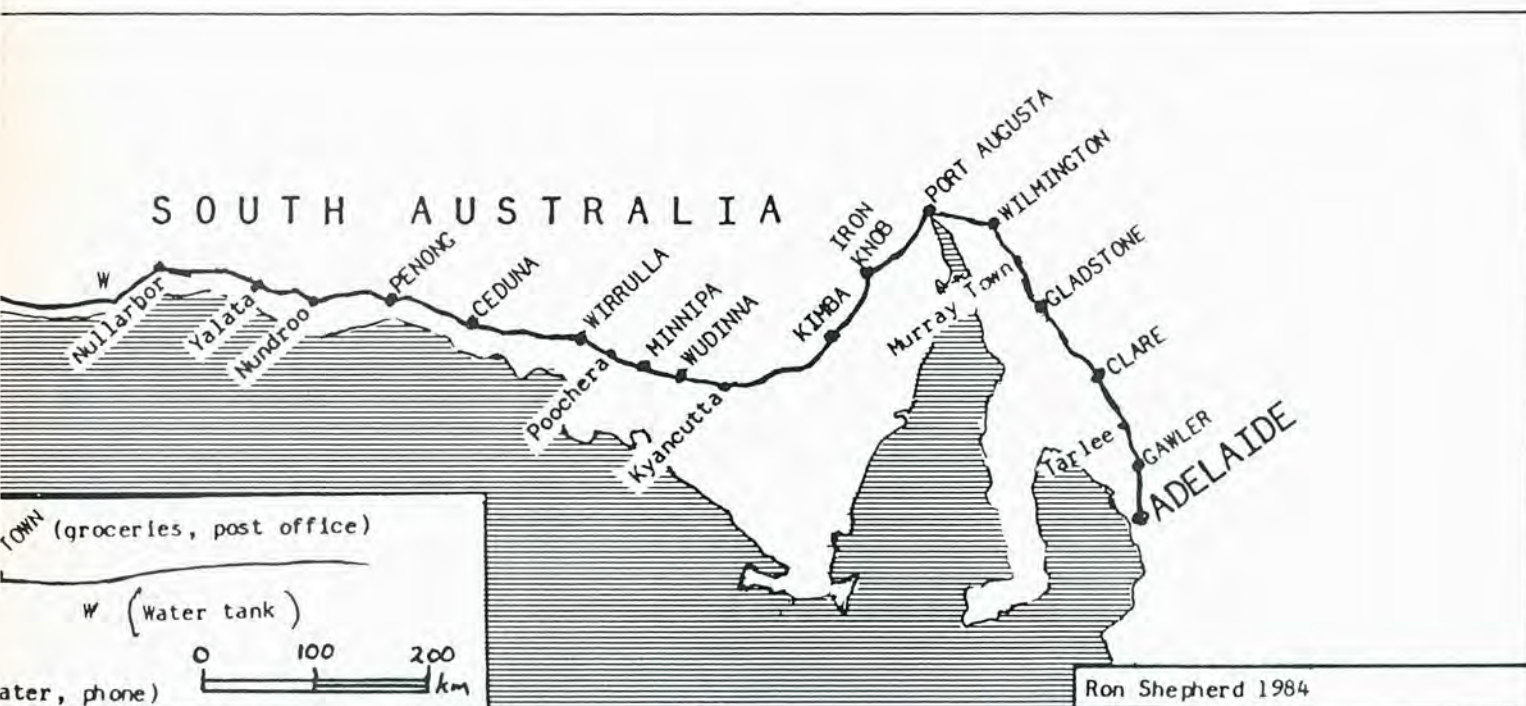
NAGAOKA METAL INDUSTRY CO., LTD.

1-8, 1-CHO MEISHINGUCHI TOYONAKA CITY, JAPAN

weeks from Adelaide to Perth, I met six cyclists travelling east — Jeff Terry* from Sydney, with his little dog Katy in a trailer; Ros and John Kossler from Nambucca Heads; Satoshi Kawasaki from Japan; and George Andrews and Bill Henderson

from the United States. My guess is that there are between 50 and 100 cyclists crossing each year. This means that you will be a novelty to the motorists — probably you'll be the only bike rider they'll see on the whole journey. But to the roadhouse

staff you are nothing special. It's you who has chosen to do this trip by bike, and it's up to you to solve your own problems. Besides, the staff will know less about Campagnolo hubs or whatever else has gone wrong than you do.



THE NORTH FACE

Tents for the Lightweight Traveller

Paddy Pallin

OUTDOOR SHOPS

MAIL ORDER, P.O. BOX 175, REDFERN — 2015
FOR SHOP LOCATIONS PHONE (02) 699 6111

SYDNEY — MIRANDA — PARRAMATTA — WOOLLAHRA — CANBERRA
— JINDABYNE — MELBOURNE — HOBART

THE UNION JACK IS BACK.



For the cycling purist, tradition dies hard. And when that tradition is associated with a Raleigh from the Nottingham factory, it never dies.

It is therefore with more than a little pride that Raleigh announce the availability of two British built cycles – the Record Sprint 12 and the Raleigh Team 10.

Each of these superb cycles has been designed and manufactured to the exacting standards for which the British Raleigh has been legend for almost 100 years. The Record Sprint 12 is a super lightweight 12 speed racer featuring high tech Reynolds 501 double butted Cromalloy M aero tubing, whilst the Raleigh Team 10 is a high quality 10 speed racer with lightweight Hi tensile aero tubing and finished in the new Raleigh Team colours.

To celebrate the return of the mighty British built Raleigh, the first 500 purchasers of either the Record Sprint 12 or Raleigh Team 10 will receive a top quality French knit Raleigh cycle/sports shirt (est. retail value \$24.99) absolutely free.

Don't miss out on this strictly limited offer. Check out these super British machines at your bicycle dealer today.

RALEIGH

**FREE RALEIGH
TEAM SHIRT
OFFER!**



Probably, like me, you'll have a trouble-free crossing, but don't rely on it. Carry tools to fit every part of your bike, and a spare tube and tyre. And arrange beforehand for anything else you may need to be posted if necessary by a friend or a bike shop. I had both — Bill Hickling in Adelaide, and Calypso Cycles in Sydney.

The winds usually don't blow from the west. It's a popular fallacy that the prevailing wind across the Nullabor is from the west. It's not. Dismayed cyclists and motorists alike commented to me: "I expected tailwinds all the way, but they have mostly been headwinds!" Sure the pressure patterns, the highs and the lows, move across from the west. But the winds spiral around the highs and lows, and can blow from the north, south, east or west. The wind may blow from one direction for days, or it can blow from all directions in the same day. The only thing you can be sure of is that it will be windy across the Nullabor. It's an area where forecasting is difficult, and you have no way of finding out the forecasts anyway — on newspapers, radio or TV. You take your chances.

So don't set yourself a tight daily schedule. You can easily cover more than 200 kilometres with a tailwind, or be pinned back to 60 kilometres with a headwind. If a headwind is really severe, you may prefer to wait for a day or so until it dies down.

Season by season there is a pattern in the winds. In winter the winds do blow mainly from the west. In summer they blow mainly from the east. In spring and autumn they are variable and you'll probably get some tailwinds and some headwinds whichever way you go. There are other reasons for choosing your time of year carefully. It can be dreadfully hot and dry in summer. There is more traffic then, the roadhouses will be busy serving other travellers, and they won't want to give you their precious

rainwater. On the other hand winter can be freezing wet and cold.

As part of its Cycling Information Directory, the Bicycle Institute of Victoria (BIV) office in Melbourne has an extensive file on the Nullabor. By poring over the weather statistics in this file, I decided that October was the best month — the average temperature is warm, the country should be green after the winter rains, and there should be plenty of water available. The winds are changeable at this time of year, but more likely from the east.

That's the way it worked out. What the averages didn't reveal is that you can get a searing north wind which will suck 8 litres of water out of your body in a day, and the next day an icy southwest change which will dump a lot more water back on you! Most days in October, though, aren't like that. They are very pleasant. The winds do favour an east-to-west crossing, too. When Duncan Hall pedalled across from Melbourne in October 1982 he had tailwinds most of the way. In October 1984 from Adelaide to Perth I had more tailwinds than headwinds.

You tend to cover long distances each day because there is nothing much to do except pedal, and so you ride till dark.

I averaged 150 kilometres per day, helped by favourable winds and by my Moulton AM7, which is both fast and comfortable.

What to take

Here are ten things you could be uncomfortable or stranded without:

- a roomy, stormproof tent
- a warm sleeping bag
- a rainproof jacket
- a shady helmet or hat
- rear vision mirror
- tools, pump and spare tube and tyre
- water containers. I took a wine cask inner inside a japara water bag. It worked beautifully — held 4

litres, didn't leak, hung anywhere, and folded to nothing when not needed.

- a map showing where the water tanks are
- medicated lanolin for your crotch.

Other things to have

These you can buy along the way:

- food
- sunscreen
- lip salve
- insect repellent
- liquid soap — washes skin, hair, clothes and dishes in hard water.

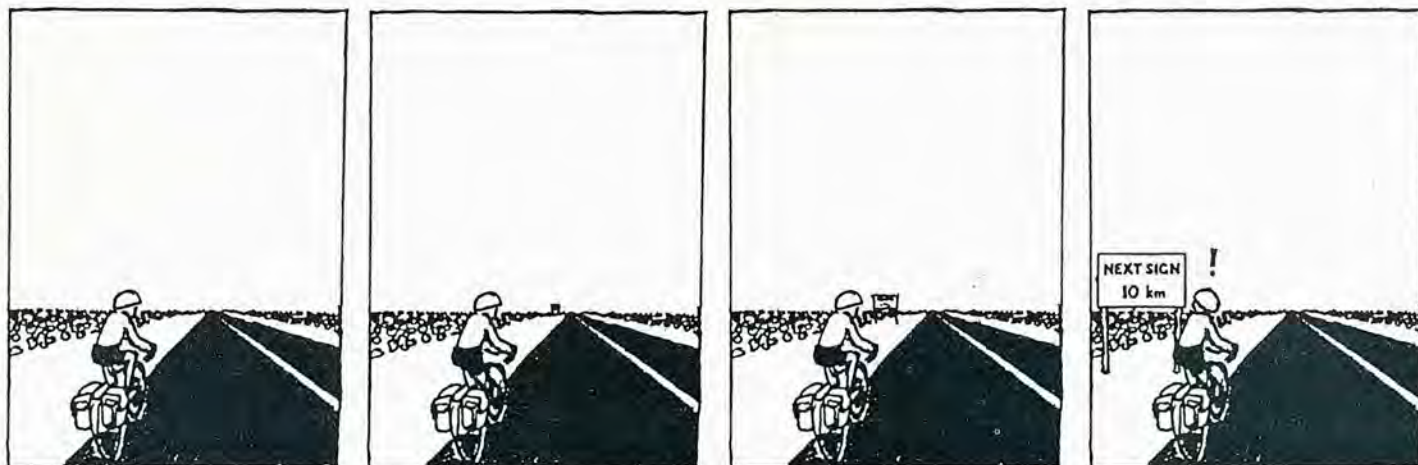
Where to stay

You can stay all the way in motels if you wish. You can camp, or do both e.g. stay in a motel when it rains, or once a week to take a break and sort everything out. I suggest that you do not camp in the caravan parks. Have a shower and wash your clothes there, sure, but the parks are usually floodlit at night and noisy with generators, refrigeration motors, and trucks roaring in at all hours. Much more peaceful to go out in the bush, well back from the highway.

Riding in the heat

Wear a loose-fitting, long-sleeved shirt which you can unbutton right down the front, and wear out over your shorts. Every couple of hours, slop sunscreen on your exposed thighs, the backs of your hands where your mitts don't cover, and especially on your ears, if you are wearing a helmet. Never force the pace. Into a headwind, change down into a gentle comfortable gear. Stop to drink every hour. If you have more than 2 or 3 consecutive hot days, rest up for a day and drink plenty to allow your body to rehydrate. Follow these simple procedures and you'll be all right.

* Tragically, Jeff was killed a couple of weeks later in Victoria by a motorist. (See *Freewheeling* Number 28.)





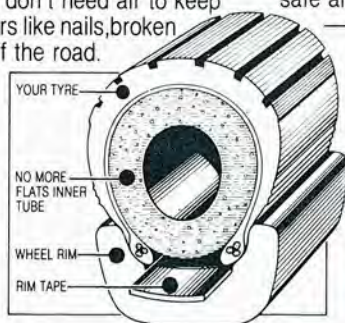
Now cycle anywhere and never get a puncture.

Amazing new inner tube simply can't go flat.

Here's a new inner tube you never need to repair, because nothing can make it go flat. It's easy to see why. Look at the drawing. New 'No More Flats' are hollow tubes of tough, resilient, smooth-riding rubber. They don't need air to keep them firm, so normal dangers like nails, broken glass etc. won't put you off the road.

You'll never have to buy another tube.

'No More Flats' are guaranteed to last and that adds up to big savings. They help your tyres last longer too by keeping them at peak firmness.



No more mending — no more pumping.

Fit 'No More Flats' and forget about all the old tube problems. Forget about glue and patches, and pumping, pumping, pumping; battling with tyres and tussling with spanners on cold winter nights. Now you're free from slow leaks and sudden stranding; free to ride safe and sound over jagged, metal, sharp stones etc. — if you must!

AVAILABLE FROM
YOUR LOCAL BIKE SHOP

THINK BINC

DISTRIBUTED BY
BICYCLES INCORPORATED PTY LTD

no more FLATS

the cycle inner tube that never goes flat



SKELLERUP



Three butterflies (one has already flown away) emerge from their cocoons shortly after dawn atop Mt Norman Qld. The pyramids are in the valley mid distance. L to R: Joshua Wiggins, Abe Powell and Justin Bridgeman.

All in a days Ride

Its not every bike ride that you start the day on top of 1267 metre mountain and end it somewhere over the horizon bathing in a river that feels like tepid bath water. It happened to Freewheeling's publisher Warren Salomon this summer as he pedalled with family and friends through the mountain country on the border of Queensland and New South Wales.

A sunbeam hit my face like an alien shock ray. I quickly sat upright and gathered my senses. It was definitely daylight now but I had missed that magic moment: the sun's first appearance on a cloudless morning.

Earlier on I had woken feeling twenty years younger in anticipation of a marvellous sunrise but the activity of the midnight scramble had left me exhausted so I drifted back into slumberland.

The boys were still fast asleep. After last night it would be difficult to get them moving. Today's destination, the Maryland River, was only seventy two kilometres away over a distant horizon

but first we had to hike the four and a half kilometres back to the camping ground to pick up our bikes.

For the last five days we had been camping in Giraween National Park a wonderful jumble of massive granite rocks and Aussie bush. Our visit to this beautiful area was part of a leisurely four hundred kilometre, nine day roll through the borderland regions of Queensland and New South Wales. Knowing in advance about Giraween was fortunate as few people have heard of it in the cities to the south. To our group of Sydney-siders, in need of a relaxing holiday, Girraween was just

the right place and we were sorry to be leaving.

In the valley to the north the sun was just touching the bare granite domes of the Pyramids. I gave the boys their first wake up call. Joshua responded quickly and sat up. Abe groaned and rolled over. Justin didn't move.

We had arrived on top of Mt Norman the highest point in the Park the previous evening at dusk. The moon was almost full and a warm steady breeze blew from out of a cloudless northern sky. We found a depression in the granite rock that protected us from the wind and settled down for the evening with a little food and excited

chatter. The plan was to spend our last night in the Park on top of the granite topped mountain, watch the sunrise and walk back to the camp to commence our ride. Sue had a bad blister on her foot (the result of our four days of rock scrambling and bush-walking) and chose to stay behind in the camp.

As darkness fell we were fascinated by the huge frontal cloud bank away to the south. Eventually a debate raged as to whether the storm would hit us. Lightning bolts could be plainly seen in the clouds: the area was noted for its violent thunder storms.

All the while the hot wind whistled in from the north and the moon shone brightly overhead. It was hard to imagine that we would be affected.

The cloud only occupied about twenty percent of the sky by ten o'clock and looked as if it was moving east: so we went to sleep.

Half an hour past midnight I woke to see the clouds reaching out over head. The twenty percent was now forty and the old steel trig point nearby was looking more like a possible lightning conductor every minute.

The lightning was close enough to be heard so we decided to seek shelter under some massive rocks down from the summit and wait for the storm to

pass. The wind wavered but still persisted from the north and we mumbled and grumbled about the prospect of an uncomfortable night huddling in a makeshift cave.

For a while there was a terrible feeling in the air of nature on the rampage. In walks through the area many years ago I had come across trees literally blown apart by lightning. We quickly raced for our makeshift shelter under the rock and hoped that Mt Norman would not be on God's hit list this evening.

The first, and as it turned out, the only shower produced a host of drips and trickles down the rock and onto our bodies and sleeping bags. Gloom gloom gloom. During the shuffling to reposition our selves for what looked like a wet night someone looked out to the south and yelled in disbelief, 'hey there's a rainbow out here.'

Sure enough, and we could hardly believe our eyes, there was a rainbow formed by passing shower and the moonlight.

The rain had now stopped and we raced back up top to see the clouds pulling back, the reflections on the wet granite and the most perfectly symmetrical rainbow to the south east. None of us had ever dreamed of such a phenomena let alone had seen one. We

stood and watched it for a while. Then it was gone.

With such powerful symbolism to guard over our night we resumed our position in the depression near the trig point (only slightly dampened) and quickly went to sleep.

The boys were up now and after a quick breakfast we packed our makeshift swags (bicycle panniers make lousy back packs) and set off back down to the campsite. The Girraween track system of which the Mt Norman path forms only a part is one of the best to be seen anywhere. Queensland National Park tracks follow the magnificent example set by the graded tracks of Laminton National Park further east and are easily the best in the country.

Whats more for all this, plus hot showers in the camping ground, you are not charged a camping fee. The camping grounds (there are two) are large and during holiday periods can become crowded. However the Ranger I spoke to on leaving said that the trend nowadays was now for a more mobile population to come and stay for shorter periods then move on to somewhere else.

Our stay here was drawing to an end as we huffed and puffed back to the



SOFT RUBBER, WITH STAR DESIGN
COLOURS: Blue/White, Red/White,
Black/White, Yellow/White

AVAILABLE FROM YOUR BICYCLE
RETAILER OR SPORTS STORE

THE TRADE MARK "TEAM" IS OWNED BY
 TEAM (AUSTRALIA) PTY LTD© COPYRIGHT

A PRODUCT OF TEAM AUSTRALIA PTY LTD
 10 BRIDGE STREET RYDALMERE 2116 N.S.W.
 AUSTRALIA. TEL: 6841522

camp ground. Sue was already packed, breakfasted and ready to go. The time was now nine o'clock (Daylight saving time not Queensland time) and the heat of the day was already in the air. So much for our early start: by the time we had washed and packed our gear it would be 10 am.

When travelling in hot climates it is always wise to get a very early start with a light breakfast on the road so that the hottest two hours of the day can be spent by a cool stream or anywhere out of the heat. Fortunately we were in the high country and while the sun was bright and hot the breeze, which was now a south westerly, was cool.

Our route today would take us back out onto the New England Highway and then into Stanthorpe where we would have lunch and buy food for the next day or so. Then we would ride east to cross the border and join the Mt Lindesay Highway travelling north to the Maryland River crossing. Our eventual destination was Casino Railway Station but that's another story.

Along the highway the wind temperature had risen and the Dalveen store with its ice blocks and cold drinks loomed into sight at just the right moment. One of the hazards of travelling with three thirteen year olds is witnessing the alarming amount of junk food that they consume. At every town or small shop our crew would stock up with 'energy food' as if we were heading across the Nullarbour.

A bit before Stanthorpe we stopped at a roadside stall and bought a small box

of fruit. The Granite Belt is renowned for its stone fruit and my best nectarine of the year was had during the early part of the trip. Regretably stone fruit does not travel well in bike panniers so lunch in Stanthorpe that day consisted of the usual open sandwiches and a good quantity of plums, apricots, peaches and nectarines.

After lunch our food buying crew combed the towns supermarkets, bakeries and delis to buy provisions for the next two days. From Stanthorpe we were heading into one of the more remote coastal areas of NSW and we couldn't be guaranteed of finding a shop until Urbenville the day after next. The result of this was a pile of food that had to be fitted into our already bulging panniers. The boys were normally cooperative when it came to carrying group equipment and tucker but the heat of the mid day sun was taking its toll. Lethargy prevailed. I could feel a headache coming on.

It was at this point that Sue and I as 'responsible adults' were faced with a difficult situation. Most of the food had been taken and packed away but some still remained and the boys were adamant that they had used up all of their space. Sue resorted to direct action and proceeded to ferret out every possible bit of slack pannier space and stuff into it the remaining items. Instructions were given on the careful repacking of delicate items such as eggs and stone fruit and finally the pile was no more.

By about two o'clock we were finished with lunch, shopping, reading newspapers, packing, lying in the park and eating stone fruit. It was now time to hit the road and the wind was still dry and hot.

Stanthorpe slowly petered out behind as we headed east to the border. Much to our amazement we now had a tail wind though the thing about bicycle touring is that you never seem to appreciate a tail wind unless it's a howling gale. It felt as if we were travelling as fast as the breeze and we experienced the curious phenomena described in bicycling circles as 'a tail wind means no wind.'

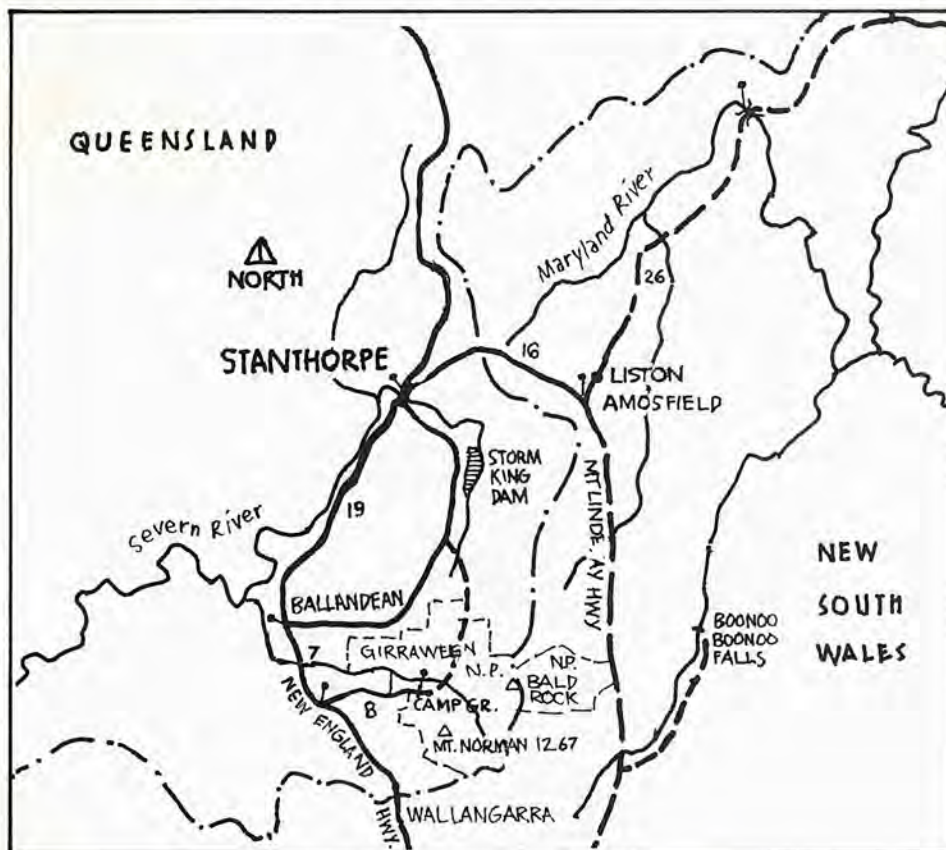
Just our luck to be deprived of a breeze when the day was hotting up! I tried to ride faster but finally settled down to a steady pace. With out the breeze the local flies had a field day and my headache reached four on the Richter scale.

The NSW Agriculture Department Officer on the border gate didn't ask us for our passport and we joked about being back in the land of the free. We asked him what the road was like on further where it turned to gravel and he said that it was fine. Past experience has taught to regard comments from motorised travellers with healthy scepticism but we thanked him for his advice.

Strange as it seemed we were on top of the Great Dividing Range. There were no views or any evidence for that matter that we were standing on top of a range at an elevation of 900 metres. Past the gate and onto Amosfield the road continued on through flat and featureless countryside.

Amosfield turned out to be little more than an intersection with the Mt Lindesay Highway a partly gravel back road that connects the New England town of Tenterfield with Brisbane via Woodenbong and Beaudesert. By now my head was starting to throb so I waited near the corner for the others to catch up.

In a short time we were gathered in the shade of an old schoolyard tree. Sue suggested a short tea break and the group readily agreed. While I retrieved the Trangia stove from my front bags and commenced the tea making ceremony a welcome packet of Iced Vo-Vo's was produced from someone's pannier bags. Heaven. At times I wonder how we used to bicycle tour in the old days before the Trangia arrived. Lighting an open fire on the roadside even when it wasn't fire season was at best difficult. When it was wet it was near impossible. Now as long as there is half a cupful of meths in the fuel bottle a hot cuppa can be had anywhere we choose.



PACK IT ALL AWAY



...EXCEPT YOUR MONEY

The days when you had to pay +\$+\$ for a pannier and for a handlebar pack to get the state-of-the-art, are over. We, at Pinnacle studied the rest then made the best for less.

All Pinnacle packs are made of the most rugged nylon available 840/420 denier self-healing pack cloth. Front and rear panniers and handlebar packs are complete with storm covers, ensuring dry packs at all times.

Everything about our packs is planned for functionality and dependability. We want them to last as long as the bicycle you put them on.

From the moment you analyze a Pinnacle pack, you'll recognize the cycletouring experience and thought behind every feature. And when you pay

for your Pinnacle pack, you'll appreciate having some money left for the ride.

Available from your specialist bicycle dealer.



Distributed by:
Cycle Circuit
6 Tengah Crescent
MONA VALE NSW 2103
(02) 997 6606

As I settled back in the long cool grass at the edge of the road to drink that curious brown liquid and eat my share of those disgusting two-tone biscuits, that moment on that afternoon felt like pure bliss. The stress of the early afternoon had drifted away.

Even on a bike tour it's easy to get into a stressed state of mind. The pressure of a schedule is often unavoidable. It was fine when we were at Giraween but now we had a train to catch back to Sydney in three days time. Tonight the only possible place we could camp was at Maryland River and time was wasting.

That kind of touring can have its affects on the human body. What is needed to diffuse a stressful situation is a change, a break, a release from the pressure of having to perform.

The tea ceremony had its effect and a beneficial one at that. More likely it was Sue's initial suggestion for a break. The tea break was just a pleasant ritual that would provide me with a mechanism to relax. 'Hey, I feel much better.'

'Oh you were just upset because you missed your cup of tea for breakfast this morning,' Sue retorted.

Perhaps she was right, its just that I am addicted to cups of tea.

The afternoon sun was bathing the landscape in a golden light as we set off north for our nights destination the river crossing on the Maryland River. Once through the little old village of Liston we spread out to enjoy the remaining bitumen. The last twenty kilometres of the day would be on gravel road.

The moon was rising in a bright blue picture postcard sky away to the north and all seemed well until the sealed surface gave out. Arrrrgh. A sign gave warning of the hazards ahead: 'CAUTION GRADER AHEAD.'

The decomposed granite road surface was in appalling condition. Roads like this were usually fast and smooth but not after grading. The only evasive action possible was to reduce speed and learn from the mistakes of the boys up ahead. Their wobbly tyre tracks indicated the frustration they must have been experiencing. Near terminal corrugations alternated with soft patches waiting to grab skinny tyres and bring heavily laden bikes to an unpleasant stand still. Often it was impossible to find a bare ten centimetres of rideable road surface. Occasionally a good stretch could be found but they were mostly short lived.

One set of the boy's tracks indicated a possible fall close to a precipice.

The final approach to the river crossing was announced by a sign adjacent to a down-hill section reading:

'Maryland River Hill. Usually expects to see such signs at the *bottom* of hills. In this case the road plunged downwards into a wide george for it seems that long long ago the river cut its way deep into the high plateau country we had until now been following.

Finally there was the bridge a clean solid steel construction and down below were the boys bikes unpacked and signifying the end of our days ride.

That evening we bathed in the river in a pool of luke warm water. The water flowed out of the pool and over coarse gravelly sand. It was deep enough to

swim in but all I wanted to do was to float and take the weight off tired limbs.

Some of our equipment suffered as a result of falls on the loose gravel road and the remaining stone fruit was reduced to an unappetising compote. The eggs also came to grief and there was much washing out of pannier bags before nightfall.

We camped out of sight of the road beneath the bridge and ate a hearty dinner by the light of our travelling companion: the moon.

Only one car passed by that night though there could have been more. I was too tired to notice.



THE REPCO SIERRA

The Repco Sierra ATB is superbly constructed from 4130 Chromoly steel. The 70° head and seat tube angle is designed to give you optimum handling for both on or off road cycling.

There are braze-ons for every need, including carriers, biddon and mudguards.

Excellent choice of components are used throughout, SR MTP 110 pedals, 175MM TGT cranks, fully adjustable alloy seat pillar, SUNTOUR MOUNTECH gears, all that you have come to expect from a quality REPCO bicycle.

Inspect the SIERRA now at your local bicycle dealer.

ALL-TERRAIN BICYCLE

REPCO



CYCLES

Rambling

by Michael Burlace

This sign says it all. Mind you, it is from London. Still, it could quite easily fit in near those toilets on the Yarra bike path in Melbourne.



A few months back I mentioned the new Tasmania-Melbourne ferry. They've named it the Abel Tasman and it should be taking people to the land of apples and cyclists by the peak summer season with more conveniences (don't forget to dismount) and facilities as well as more people spots.

The local papers carried a report of a disagreement between Swiss cyclist Robert Dill-Bundi and Australian Gary Wiggins. They were paired in the final session of the six-day race in Cologne in Germany. Dill-Bundi was taken to hospital with concussion. Apparently the incident was of a 'private nature' so race officials took no disciplinary action.

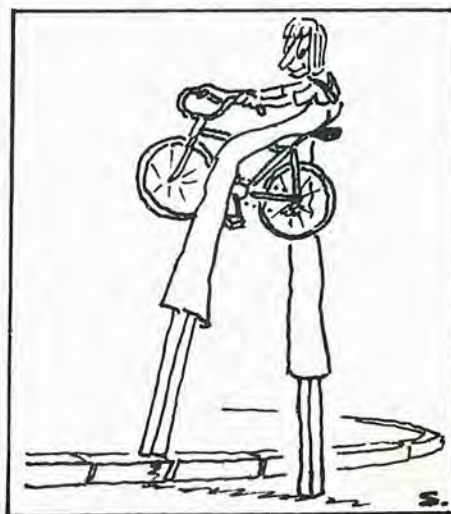
All the recent clamour for helmet wearing and the threat of compulsory headgear hasn't fallen on deaf ears. One cyclist in Manly recently was spotted riding with a possum on his head.

They've done it. Two Dutch cyclists have ridden a bicycle up Mont Blanc, the tallest mountain in Europe. Well, that's how the magazine described it. Mind you it would have been quite a trip for two on a one-person bike. Further reading showed that they hadn't actually cycled, but had carried it up, nearly died in the process and then ridden around the small summit. This time it was at least a mountain bike. Would somebody please tackle Everest with a penny farthing or unicycle so we average cyclists can get on with the business of enjoying cycling in ordinary conditions, the suspense is killing me.



In 1894 a young American rode around the world, covering almost 50,000km. She was Annie Londonberry. Of women such as her, Evadne's column in *The Bicycling World* of the day said: 'Cycling is surely making our women braver every day because a wheel takes them into places where they may observe danger, and the exercise strengthens the nerves so that they are often able to avert danger.' And you thought it was for fun and transport?

Mountain bike riders and sales people have made much of the fat-tired beasts' ability to jump kerbs with impunity. For those who don't have a fat-tired bike and don't want a square wheel, the following should suffice. As you approach the kerb, in a suitably low gear, pull the handlebars up and push strongly on the pedals. All this takes place just as the front tyre nudges the corner of the kerb at virtually a dead stop (until you get the technique). The moment the tyre is over the corner the body weight has to shift forward onto the handlebars and pedals. This allows you to pedal strongly enough to be able to lift the back wheel easily over the kerb. It also reduces the chance of damaging the back rim or tyre. With toeclips and straps you can have the whole rear off the ground at the crucial moment, making the job even easier. Without them, the weight transfer will do the trick. If you practise slow and then build up speed your wheels should survive. It helps to have a fair bit of pressure in the tyres, naturally. Next issue: Jumping to conclusions.



The spirit of old e times lives on in Hay in the backblocks of NSW in the form of Rene Brown who is 86. Rene Brown had a stay in hospital recently and that was the only thing keeping her off her bike. She gave up driving a car at 64 because she doubted her reflexes. 'People keep telling me I should not be riding a bike in the streets at my age,' she said. 'I reply: 'Henceforth, I meet you as a stranger.' They will not stop me, I want to live as long as I can and die when I must.' She took a joy-flight once with Charles Kingsford-Smith: 'I was one of the first here to go up in the Southern Cross with Smithy. You could not put the fear of God into me.'



HIGH PERFORMANCE BICYCLES FOR TOUR & TRIATHLON AT FANTASTIC PRICES

TRAVELLER 300

A high quality touring machine. Frame: Tange Champion No. 2 double butted chrome moly tubing. Shimano wide range gear changers including bar-end lever controls. Standard equipment includes full frame braze-ons, two water-bottles and cages, alloy touring rack, fifteen speed wide range gears, Specialized Expedition 27 x 1 3/8" tyres, Italian saddle, toe clips and straps. Normally \$675, now selling for \$575.

SPORTIF 300

The high speed lightweight bike for competition use. Frame constructed of Tange Champion No. 2 double butted chrome moly tubing. Shimano NEW 600EX componentry used throughout. Standard equipment includes Araya rims, Concor Italian saddle, toe clips and straps, two waterbottles with cages. Usually \$695, now selling for \$595.



82 Oxford St., Paddington NSW.

Woolys Wheels

Telephone (02) 331 2671



The 1985 Caltex Great Victorian Bikeride

Australian bicycle tourings biggest event ever took the State of Victoria and the Nation by surprise when 2100 people rode from Albury/Wadonga to Melbourne over nine windy days. Keith Dunstan and cartoonist Jeff Hook were part of the throng.

The Great Victorian Bike Ride definitely will be on again this year, come the first week in December. The first meetings of the planning committee already have taken place. The route probably will be the same — Wodonga, Beechworth, Benalla, Rushworth, Bendigo, Maryborough, Ballarat, Sunbury, Melbourne.

The first last December, of course, was to celebrate Victoria's 150th birthday. It wasn't easy getting initial acceptance. It worked out the bigger the town the less they wanted us and were prepared to provide good facilities. Maybe they thought we would move in looking very unwashed with leather jackets and scowling beards. Now they know we are a gentle people, possibly even ready to spend money, so they will be clamoring for us this time.

However tremendous enthusiasm for the ride built in the last weeks, and we had real terrors as to how we could get the cyclists across the State without killing someone. It was a tribute to the director, Graham Rebbeck, and the great co-operation of the Victorian Police that nobody was seriously hurt and all went so smoothly. The Vic. Police looked after us like mother ducks, I even saw them mending a couple of punctures.

On the Caltex Great Victorian Bike Ride. Top: Fine sunny weather and a crisp morning finds this group on the road out of Ballarat. Bottom: Bike riders jammed into a Melbourne street await the appearance of the Premier John Cain.

Oh people went on the ride for various reasons. Some were genuine bike nuts, passionate about bicycling. Some did it because they were led to it as a challenge. Like jogging they felt if they suffered with sufficient terrible agony somehow it would be good for the soul. Some thought it would give them new figures and return their youth. Maybe a great number figured it was a joyous way to get out of monotonous city for nine days.

However I have vivid memories of a Benalla lady in her forties, who look-

ed at me bitterly three-quarters of the way up a long hill and said: "I'd like to take every column you ever wrote about bicycling and stuff them down your throat." Yet she didn't give up. She was still there at the finish.

The Great Victorian Bike Ride has been described as the greatest mass migration across Victoria since the Gold Rush. Sponsored by Caltex, the Melbourne Sun, radio 3MP, it went for 850 km on a zig zag course, mostly along safe roads. Over 2100 took part, including 70 schools and 700 school children. Four trains took the cyclists

Tullamarine Freeway opened to cyclists on the final day of the Caltex Great Victorian Bike Ride. Cartoon: Jeff Hook, The Sun News-Pictorial.





Jeff Hook 1984

A lunch stop at Myola on the road to Bendigo. Illustration by Jeff Hook of the Sun News-Pictorial.

to Wodonga on Saturday December 1 for the start that day on the ride to Beechworth. That, probably, was a mistake. This time we should try to get the riders into Wodonga on the previous day so that they have more time to become oriented and ready for the road. Some of those Beechworth hills were a deadly shock for the already weary.

But what a sight it was. There were so many bikes, sometimes it looked

like the great locust plague heading south. There were sag waggons to carry all the luggage, sag waggons to pick up the fallen and wounded. Then every night they camped on local football or showgrounds. You can imagine the strain on local showers and lavatories. Very early on it won the title, the Great Victorian Bike Queue.

The sights were unbelievable. It is a modern trend that cyclists are totally uninhibited in what they wear. We

have moved into the era of brilliantly coloured Spandex. It comes in all colours from black to puce to bright green and yellow stripes, and it reveals all subtle rolls and knobs in the anatomy. Some truly enormous bums pushed their way to Melbourne, and those bums frequently shrieked with pain.

Many people heroically carried their kids on their bikes. Paul Whittington of East Kew, Vic., had two, Sarah 5 and Tom 3 on the back of his tandem.

There were a remarkable number of middle-aged ladies who just pedalled their way round on their own. I remember particularly Margaret Wells of Aspendale, Vic., who admitted to being "not far off 70". She said she got sick and tired of her three sons talking about "poor old Mum", so she decided it was time to change her image and she bought a bicycle.

Margaret said: "They told me I was out of my mind and I'd get killed." So I rode my bike to Brisbane. Then I went to China and I rode it out to the Gobi Desert." Next she took up windsurfing and she admitted she spent more time under water than above, but she certainly altered her Mum image. Now there she was battling across Victoria on a battered, heavyweight, ladies 5-speed.

Paul Farren of South Yarra, Vic., and Donal Lemin of Ferntree Gully, Vic., did the entire trip on penny farthing bicycles. Anyone who has ever ridden a penny farthing knows that this is an achievement almost beyond belief. The power required to get up hills calls for the muscles of a weight lifter.

Yet the owners of penny farthings acquire a sort of mad devotion for their machines. Paul Farren, for example, insists they are a most efficient instrument. The big wheel with its long spokes gives it springy comfort, which makes it perfect for rough terrain. Then on the flat it is terrific, utterly exhilarating. You are way up there above cars, above all other creatures in a position of pure majesty, bowling along.

But Donal Lemin was pushing so hard on his antique cranks he snapped them off and needed a rewelding job at Bendigo. Paul suffered terrible tendon problems and had to put blocks on his pedals so that he could reach them more easily. On the long run up the Great Divide he slipped on those blocks and fell. It did his shoulder no good at all.

The rides averaged 80 km a day with two over 100 km. The weather mercifully was cool, but the winds at times were almost gale force. It is a

MAKE A THIEF SEE RED!™

© 1984 KBL Corp. All rights reserved.

How do you get a thief hot under the collar?
Stop him cold with the awesome protective strength of the Kryptonite® K4 lock. Now wrapped in thick, red vinyl.

It's the only security device on permanent display in the Architecture and Design Collection of the Museum of Modern Art in New York City.

The Kryptonite K4/Red.™ Protection that looks as good as it works.™

*One-year \$350 Guarantee against theft.



Quick-Release™ lock bracket available in matching red vinyl.

KRYPTONITE
THE DIFFERENCE IS PROTECTION

KRYPTONITE BIKE LOCK CORPORATION Boston, MA 02122 (617) 265-4800

Fall in love for a Peugeot

Australian Dealer Network



NEW SOUTH WALES

Albion Cycles, Waverly NSW	02-3871144
Allan Ross Cycles, Penrith NSW	047-212179
Avoca Custom Cycles, Avoca Beach	043-822790
Ron Boulton Cycles, Orange NSW	063-623670
Clarence St Cyclery, Sydney NSW	02-294962
Dapto Sport & Cycles, Dapto NSW	042-612017
Daisys Cycles, Broken Hill NSW	080-5457
Dee Why Beach Cycle Shop, Dee Why	02-987659
Durban Cycles, Sutherland	02-5213067
Gem Cycles, Murwillumbah	066-723620
Kidson Cycle Centre, Wagga Wagga	069-214474
Omega Cycles, Enfield NSW	02-7474175
Pedal Patch, Panania NSW	02-7724270
Pets & Pedals, Bathurst NSW	063-314601
Rod Martin Cycles, Gosford NSW	043-243388
Ross Cycles, Umina NSW	043-415673
Spokes Cycles, Corrimall	042-843434
Len Stead Cycles, Beresfield NSW	049-662141
Col Wilton Cycle, Maitland	049-338909

VICTORIA

Action Cycles, Malvern East Vic	5721306
Ausie Cycle Works, Abbotsford Vic	4174022
Beasley Cycles, Footscray Vic	681954
Bendigo Cycles, Bendigo Vic	054-438552
Tom Brewer Sport, Shepparton Vic	058-212797
Corsair Cycles, Cheltenham Vic	5831068
Cycles 'N Spares, Warrnambool Vic	055-625870
Ian Brown Cycles, Dandenong Vic	7913439
De Grandi Cycle & Sport, Geelong Vic	052-91029
Athol Eagles & Son, Geelong Vic	052-214755
Freedom Machine, South Yarra Vic	2415014
Hampton Cycles, Hampton Vic	5980810
Hoaths Sport Store, Box Hill Vic	8903687
Vern Smith Cycles, Maidstone Vic	3181880
Ingear Bike Shop, Bennetswood Vic	2885410
Ivar Lawton Cycles, Echuca Vic	054-823597
Junction Cycles, East Hawthorn Vic	824985
Kas Cycles, Nunawading Vic	8786442
Lawrencia Cycles P/L, Hawthorn Vic	8182850
GB & CA Logan, Portland Vic	055-233056
MAC Cycles, Boronia Vic	7624081
Melb. Bicycle Centre, Clifton Hill Vic	5293910
Monty's Bike Shop, Montmorency Vic	4352942
Morton Cycles, Sth Melbourne Vic	6994929
Navajo Sports Gear, Ballarat Vic	053-313185
Don Nicolson Sp'ts/Cycles, Colac Vic	052-312094
Peninsula Star Cycles, Frankston Vic	7832266
Progress Bicycle Co, Windsor Vic	03-513828
Stokes Cycles, Mitcham Vic	8744857
The Bicycle Workshop, Ringwood Vic	8792883
The Penny Farthing Shop, Middlepark	6903469
Wedgewood Cycles, Mornington Vic	059-752444
Wilf's Cyclery, Mt Waverly Vic	5433293
Wimmera Wheels, Horsham Vic	053-821721
David Wohler's Cycles, Wangaratta	057-215263

8 CYCLES



PEUGEOT

QUEENSLAND

Allans Sports/Cycles, Mt Gravatt	07-3499256
Barty's Bikes, Mackay	079-574484
Bridge Cycles, Aitkenvale	077-790202
Brisbane Bicycle Sales, Brisbane	07-2292592
Caves Cycle, Coopers	07-3972941
Cotton Tree Cycle, Maroochydhore	071-435242
Fred's Bicycles, Nundah	07-2663831
Gladstone Cycles & Sales, Gladstone	079-721142
Life Cycles, Brisbane	07-8312611
Mikes Bikes Gold Coast, Miami	075-358799
Murray Cycle Works, Rockhampton	079-2711940
Pro-Am Cycles, Taringa	07-3719562
The Gap Cycle Shop, The Gap	07-303098
Three Jays Cycle/Sports, Blackwater	079-8255054
Trinity cycle Works, Cairns	070-516380
Tom Wallis cycles, Lutwyche	07-571685

WESTERN AUSTRALIA

Gordonson's Cycle Centre, Applecross	09-3216412
Gordonson's Cycle Centre, Nedlands	09-3648969
Gordonson's Cycle Centre, Perth	09-3216463
Swan Cycles, Cannington	09-4588302
Mercer Cycles, Fremantle	09-3359536

CANBERRA

Big B Bicycles, Town Square ACT	062-514260
---------------------------------	------------

SOUTH AUSTRALIA

Jim Lynch Cycles, Mt Gambier	087-258775
------------------------------	------------

TASMANIA

Ken Self Cycles, Hobart	002-344175
McBain's Cycles P/L, Launceston	003-319482
Von Bibra Cycles, Devonport	004-247778

curious thing when riding a bike, the winds operate entirely in opposition to the laws of physics. No matter which way you turn they blow into your face.

So there's only one thing to do, you draught. On the road to Maryborough we were pushing our tandem when we found a very tall, bearded character who rode very erect. Marvellous shelter.

All was fine for 25 km when he rose up in his saddle, and there was an appalling eruption. As they say, he let one go. The result was devastating and it all came our way.

As we fell back, 50 metres, slain, my wife said: "You got exactly what you deserved."

The show was very well organised. There was a drama group of three, called the Mixed Company, who specialised in street theatre. They would do little cameo scenes to startle. I think the best of them was the day outside Maldon when Mike Bishop and Fiona Syme did the wedding scene. There they were, the full bit, bride and bridegroom sitting at a table out in a paddock, drinking a bottle of champagne.

One cyclist shouted: "Wouldn't you know? The bloody Housing Commission hasn't delivered your house."

Every day they had a turn. Mike Bishop dressed up as a goanna and staged the Goanna Crossing. A bit further on there was Fiona Syme, the prettiest emu you ever saw. She was the Emu Crossing. Further on still, Mike Bishop was a Nun. Very solemnly he was crossing himself. Of course, he was the Nun's Crossing.

The school kids were amazing. Some of them were as young as seven years old but they pedalled all the way. At night there was entertainment in the camps, quiz shows and rock bands.

The route for the ride was beautiful, wild flowers along the road, golden wheat ready for harvest, hay being rolled into stacks, earthy smells from the paddocks. The police shepherded the cavalcade through every difficult intersection.

It all finished on the Sunday, 2000 cyclists who had built in number to more than 5000 gathered in the park. Then at noon the police closed off the Tullarmin Freeway. For the first time in history it was ours. We had this marvellous track to ourselves. Six penny farthings led the cavalcade which poured into the city and down Swanston Street to be greeted by the Premier who also rode on a bike.

It was an entry of triumph a freeway jammed from end to end a magical

colourful caterpillar of whirring strokes. For one the bicycle was King.

I think it was the best that has happened to Victorian bicycling. It introduced several thousand to bike touring, and it educated 700 school kids to safe biking.

We are expecting 3000 to take part this year and ride all the way. However it will be a real problem to keep it down to that figure. We won't have to plead for candidates any more.

Where did all these bikes come from?

By Michael Burlace

There is no question in my mind, the Caltex Great Victorian Bike Ride was a huge success for all who took part. Nearly 2200 people cycled about 700km across Victoria to mark 150 years of European settlement.

We know there were 700 schoolchildren in groups. My guess is that about 500 others were experienced bicycle tourers. This leaves around 1000 who were not experienced cycle tourers. This is probably the greatest success of the ride - getting 1000 ordinary people on to the roads. Hopefully, these people will continue to bicycle tour. Many of the people on the ride were occasional or regular cyclists around their home towns and cities, but had not done any riding in the country.

For them it was a new experience and one which could change their attitude to holidays.

For the 700 schoolchildren it was an eye-opener. Not only was it a fun excursion, it allowed them to see their teachers and fellow pupils in a different light and gave them a geography, history and psychology lesson all in one.

For the experienced tourers, the ride was an interesting experience on many fronts.

Many tourers went along with a set of preconceived ideas about what it 'should' be like. Like many others, I set out with my view of how it ought to be. It didn't take long to clear that up.

Other tourers turned up with open minds and had a great time from the start.

Some never made it through the barrier of their own expectations and kept on hoping that it would turn into a tour just like they run themselves. It didn't. But that didn't stop the grumbling.

There is no question that the face of cycling is changed permanently as a result of the Caltex Great Victorian Bike Ride.

And what was it like to take part? Well, for a starter, it was overwhelming. There were thousands of us, hundreds of tents, tonnes of chicken and fruit cake and unbelievably long lines of bicycles.

Oh, the toilets blocked up every morning, the queues for the showers were long, the water was usually cold and the floor muddy.

Many of the more experienced tourers came fairly well prepared. They had their trusty spirit stoves, coffee, scroggin, dinner making ingredients and credit cards. These people carried food during the day so they wouldn't starve at the next milk bar.

And the food shops did well. Every wayside store had a field day or at least a very profitable few hours while we ate, drank and flaked all over the footpath. Limp and near-dead bodies littered the streets, particularly on the hot days. Bicycles outnumbered cars many times over in some villages. Cyclists were almost a hazard to unsuspecting car drivers. The food shops often ran out of crucial lines - sweets, drinks and other life-giving substances.

There were accidents, including a few which put people in hospital. I had never seen as many people wearing bicycling helmets as I did on the first two days. On the last two days I saw more bicycle racks than people wearing helmets. That was particularly ironic given that the person whose rack wore a helmet often had the ride T-shirt on. The back of the T-shirt had a message espousing the virtues of helmets. I wish I had taken their photographs.

At night the camping area resembled a portable city - hundreds of tents 35 tonnes of gear, thousands of bicycles and people stretching into the distance.

Some evenings we would have a band, other evenings the only sound was the snoring of cyclists and the constant patter of the public address system.

Black and white photographs accompanying this article are by Gary Higgins. Colour by Michael Burlace.





Mr Paul Whittington, daughter Sarah providing auxiliary power and son Tom bringing up the rear. Illustration: Jeff Hook The Sun News-Pictorial.

The further into the tour we went, the further some people moved from the centre of the camping area. Graham Rebbeck, the ride organiser, counts radio announcing among his many skills. He put it to good effect and even trained a few budding Derryn Hinch. We had announcements about lost bags, lost people, lost opportunities for silence and so on.

For someone who hardly listens to commercial radio it was a bit much. Most of the people on the ride seemed unconcerned. The news that last night's chicken dinner was on special this morning for half its previous price would have another queue forming in no time at all.

It was obvious from the start that it was the Great Victorian Bike Queue, but the discovery that we would have to queue for road space and room to pass or be passed was a surprise.

You have never seen so many cyclists on the road. From 6 am (so I'm told) they were hitting the road. One morning I stayed almost to the last to see cyclists heading off at 10am. Some would take three hours, others 10. It was a long day for some of the older riders and the younger kids. But the group who seemed to suffer the most were some of the schoolkids in their mid-teens. Whatever happened to adolescent energy?

One man in his seventies told me he had met another man of 84 on the ride. The man of 84 had apparently bought a bike in May just to come on the ride. I didn't ever catch sight of him - he was probably too fast for me.

I did manage to catch a nine-year-old boy, Clint James, who was riding with his father and brother. He was pretty cool about the trip. It was no big deal to ride hundreds of kilometres in nine days. Mind you, the media had got to him before I did. Maybe he was a star because he had been written up in the Albury paper.

There were quite a few family groups on the ride - parents with kids, couples and siblings riding together. Many people made new friends, others made new acquaintances. There were no hermits.

The wind was the common enemy, although the hills dominated the first day and the second last day.

On the last day time was the enemy. Many grew impatient waiting to go onto the freeway. Others got fed up at the delay in Swanston street while we waited for John Cain to take the premier position for the ride to the circus site. Some people fretted all the way down the freeway and wanted to get out in front with the penny farthings and catch the media coverage.

The roadside theatre was great. This is catching on at last in Australia,

Don't get left in the dark!

Headlights for bikes!

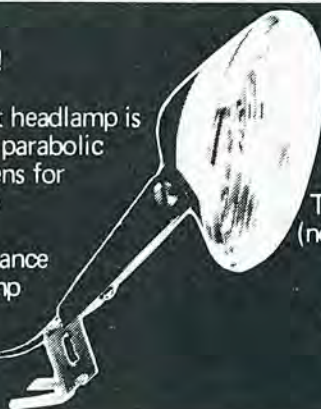
This new lightweight headlamp is fitted with a double parabolic reflector & special lens for a better beam pattern

Measured over a distance of 10m, the IKU lamp produces a light intensity of 10 lux.

Protected against peak voltage by 2 'Zener' diodes - has extremely long life.

Total weight only 65 grms, (normal headlamp 135grms)

Fully adjustable.
European design at its best.
Made in Holland.



The iku halogen headlamp

trade inquiries contact:



the
PEDLAR

P.O. Box 930 Canberra City ACT 2601 Phone: 48 8911



On the road to Maryborough. Illustration by Jeff Hook, The Sun News-Pictorial.

particularly following the success of similar performances in rides such as the Great British Bike Ride. It obviously adds to the cost, but it adds enormously to the appeal and makes for wonderful photography. And what a thing to tell the folks back home!

The food was fair to boring except in Maryborough. This would probably be the most popular town on the ride. The local recreation officer, Jane Sharwood, inspired the committees and they turned it on. Jane is a keen cyclist and

this, no doubt helped her see the potential of the event. The food was great, we had a bush dance, information was available on the town's many tourist features and people welcomed us.

In many other towns the people were more wary or less organised. In no town were we unwelcome. It was quite a thrill to be the centre of a parade down the main street. People would stand and wave to us, classes of kids would turn out to ask questions and cheer and police would direct us through tricky intersections.

Naturally it was the food which caused the most problems, it is difficult to cater for 2200 hungry cyclists, particularly when there are competing food outlets. The shower and toilet facilities were another bottleneck, but this is the first time. Before the event there was no way of assessing how many facilities we would need. Now we know – more. My view is that 2000 is too many people for this sort of ride.

How it will go in future depends on how well the committee estimates the demand and caters for it. Good luck. It was a great event and will no doubt continue to be so. I'm very glad it is not my responsibility, the committee worked their butts off, as did many volunteers and of course Graham Rebbeck.

If you didn't go in 1984, you would be well advised to go this year.

There will never be one like the 1984 ride, they'll have got it working much better and presumably kept all the good points intact.

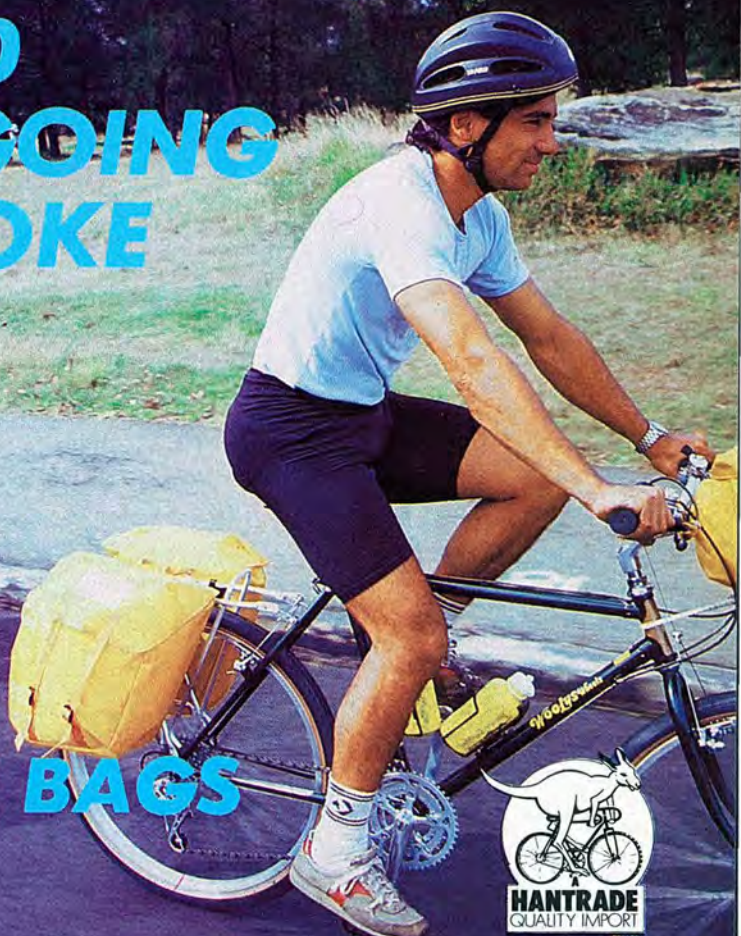
So, schedule your holidays now and start getting ready for a great ride. The dates for this year's GVBR are: 30 November to 8 December. The organizers have advised me that trains will be leaving this year on Fridays as well as on the Saturday.

GETTING STARTED WITHOUT GOING BROKE

PATHFINDER BICYCLE BAGS

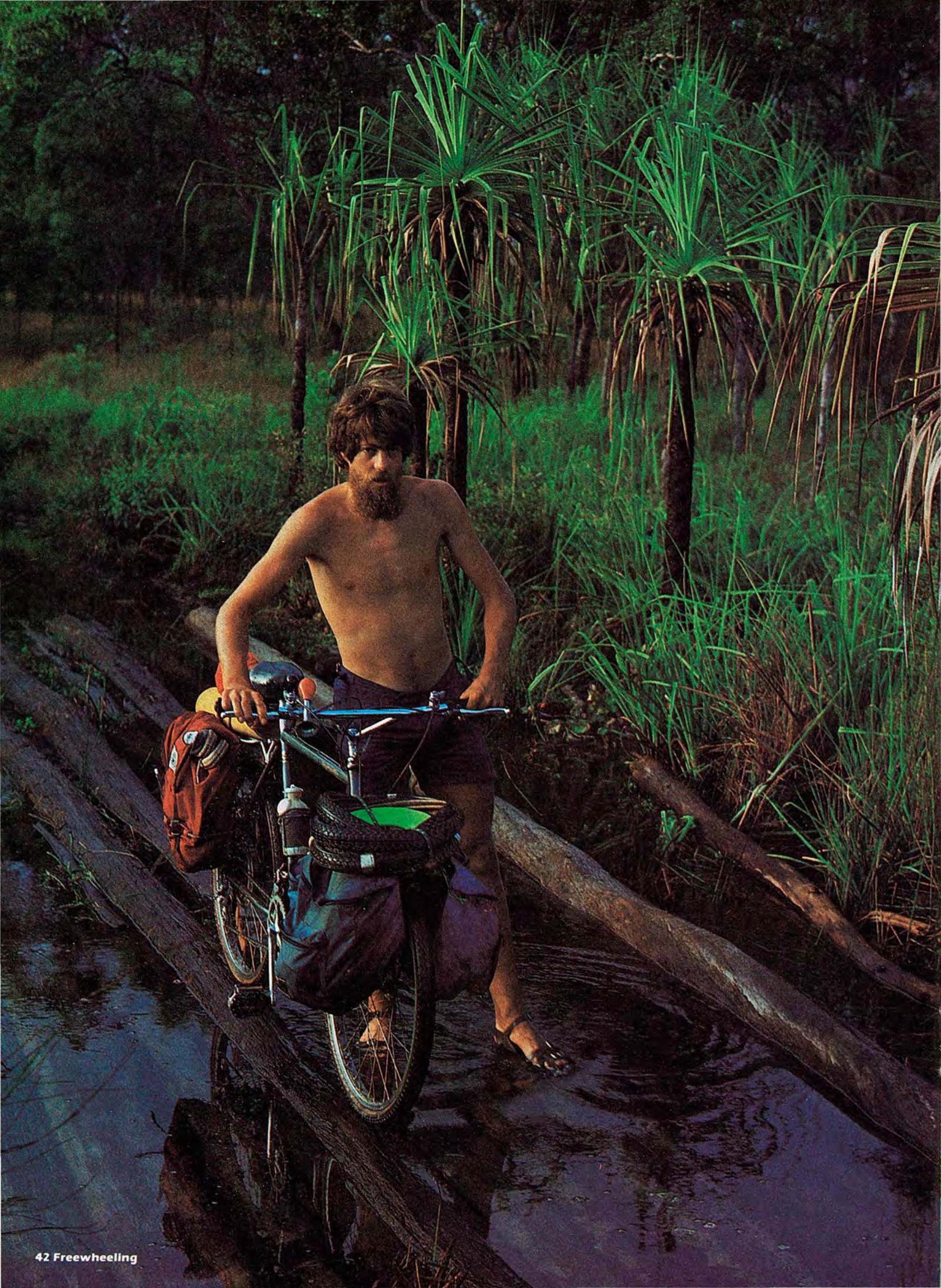
For the beginner or old hand

The Pathfinder range on the road. All bags available in Red and Safety Yellow. Left to Right: Standard rear; Utility — can be used as a medium size rear or large front bags mounting in high or low positions; throw over rear; standard front; standard rear; handlebar bag.



Available from bicycle dealers across the country

Freewheeling 41



Touring on fat tyres

The Fat Tyre Fanatic finds that wilderness touring is now made easier with the advent of fat tyres. This feature gives useful advice on what to take and equipment to use on your next trip into the wilds.

With the arrival of the all-terrain bicycle in this country we at last have a true all purpose bicycle suitable to explore the thousands of kilometres of gravel roads that criss cross the Australian land mass. Touring on fat-tyred bikes will give bicyclists access to many areas that once were beyond their practical reach.

The average all-terrain bike fresh out of the bike shop is as near to a well set up touring machine as most would want. The fifteen-speed alpine gearing fitted to all but a few machines will get you up and over the hills even with a touring load on board. Carrying the load is a different matter.

First you will need to fit a solid rack to carry your bike bags. The most important criteria for a good rack is that it be rigid when fitted and enable the particular type of bag you own to be properly attached. This means that the rack should keep the bags out of the spokes and not sway to and fro with the movement of the bike.

Fully welded alloy or steel racks are the best. Avoid the types that have plastic or metal jointing pieces as these will come apart in rough conditions. Look to see if the struts form triangles. This is an indication of a good design.

Certain types of rack commonly available in Australia are not suitable for all-terrain use. So choose carefully. Ask your friends what they think of

their current rack and try to see the various types fitted to bikes before you make your final purchase decision. One further note of caution: many types of rack will not easily fit to an all-terrain bike. Bike shops know the problems and will generally advise you on the best models to consider.

With the rapid development of the general touring scene the low mounting front bag is rapidly achieving a wide popularity. As much as I prefer this type of bag on my touring bike I would not recommend them on an ATB for the simple reason that they get in the way. In tight situations, say for example on a narrow bush trail, the low bags tend to snag on logs, rocks, dead branches and small bushes. On the open roads this is not a problem but in the bush you can often do damage to the bags and your precious equipment.

This is not to say that all types of front bags are a problem. Large single mounting front bags mounted on a sturdy conventional rack are good as long as they do not protrude. Front bags have a stabilizing effect especially on steep up-hills where the tendency is for the front end to lift up. With out front bags you have to lean forward into an uncomfortable riding position.

Medium size front and rear bags are a good compromise with the heavier items such as stove, tent (if you are camping out) and tool kit carried in the front. Above all the mounting of the bags has to be sound and firm. That is the bags should not bounce off in bumpy conditions and most importantly they should not flap out from the rack. Often on steep up hill pinches it is necessary to ride for short stretches out of the saddle. If your bags are the type that flap and sway you may find your self in difficulties as the movement of the bags adds additional stress to you and your equipment.

Elastic straps, commonly called octopus straps because when improperly attached tend to grab at everything, are a good way of fixing bags firmly to the rack with out expensive modification of your pannier mounting system.

The choice of tyres for an all-terrain tour depends on the type of conditions you expect to encounter. Heavy studded knobblys are best for rough gravel tracks and trails but if you expect a bit of ordinary gravel, or bitumen for that matter, you should consider a narrower (1.75 instead of 2.125) raised centre ridge all-purpose tyre. Both will give the comfort that you expect from fat tyres but the narrower tyre will roll easier with less of your pedalling energy expended.

Of course tyre pressure has its part to play. On bitumen roads tyres will need to be pumped up hard to reduce the surface contact area with its resultant drag. On the dirt you will need to lower your pressures to give the tyres more surface contact and increase your control. It often takes a bit of experimentation to achieve the optimum pressures so you may have to add air to your deflated tyres if you can feel the rims bottoming out on protruding rocks.

Obviously the heavier the bike/gear/rider combination the more air you will need in your tyres so its important to leave the kitchen sink at home when setting out on all-terrain tours.

Down-hill riding on fat-tyres gives one the feeling of being in firm control. The combination of fat treads and efficient braking, plus the wide flat handlebars, puts tremendous power at the rider's disposal. A conservative riding technique breaking as little as possible on turns and favoring the front

Left: Some where in the Jardine Swamps on the road to Cape York. Is there a crocodile lurking somewhere in the background? Photo: Trevor Strickland.

Steyr-Daimler-Puch Austria Since 1864



*The manufacturer of the European
Austro Daimler bicycle for over 120 years.*

Dealer enquiries: PO Box 157, Mulgrave, VIC, 3170

Phone: (03) 546 0111

brake over the rear should result in a crash free descent.

Given the type of areas you will be wanting to visit you will probably have to camp out if your trip lasts more than a single day. Your personal equipment is just as important as your bike for your life may depend on it should you become lost or even temporarily geographically embarrassed. A light-weight and waterproof tent, efficient rain gear that is comfortable to ride in and sufficient clothing to cope with all weather conditions are the basics.

Clothing is particularly important. If the day turns cold, windy and wet all at once when you were determinedly expecting hot sunny weather you will experience discomfort and possibly put your life at risk if you are miles from nowhere. On the Bike Trail in the usual circumstances it is easy to bail out and simply catch the train home. The problems this can create for the prepared ATB tourer is that the basics can often take up more precious space on longer wilderness rides than on a conventional tour of similar length. The answer here is to use the economies of scale provided by group travel. Rather than carrying your own tent you share one (and other communal type gear) within the group.

Spares are another tricky area. On shorter day-type journeys with a relatively new machine a spare tube and basic tools (shifter, screw driver, tyre levers and allen keys) are all that you will need. On longer wilderness trips the needs are more involved. Rear derailleur is always at risk no matter how well they work. Rocks love chomping into them and the loss of this item of equipment can reduce a fifteen-speed bike to walking pace. A spare carried among a group of riders is sufficient. There is no need to carry spare components for each individual you do need room for food!

Tyres are not an important spare item if you fit new treads before you set out. The rider in the photo at the head of this article was carrying a couple of spare tyres because he knew there would be nowhere to buy one within a thousand kilometres of his route to Cape York. His journey was sufficiently long (as well as remote) to justify spare tyres. Spare tubes are a different matter and can greatly speed up a puncture repair.

No matter how well set up you may be you still have to find a suitable route. Begin by asking bushwalking and fat-tyre fanatic friends where they would go. Bicyclists for their own peculiar reasons prefer loop routes or point to point rides rather than return rides. I guess no one likes riding the one road twice when there are more to explore. Bushwalkers often by necessity tend to

do return type trips often. You too may not have a choice if that is all a particular area offers.

The big advantage of ATB travel compared to bushwalking is that distances are not so much of a barrier. However it is always wise to allow yourself more time to travel a particular distance unless you are familiar with the roads and tracks you will traverse. On really bad tracks/roads daily distances can be small especially if you are carrying a lot of gear.

On one trip over sandy roads my speed was reduced to walking pace with the result that I did not make my projected camp site for the night. Fortunately I was able to find a suitable substitute location but under different conditions I could have spent a very uncomfortable night.

When researching new areas it is best to collect as many maps of the region before hand and compare their coverage of your selected route. Forestry Department maps should be accurate in areas under their control though an out of date map can be wrong. Topographic maps such as the excellent 1:100 000 Natmap series and the larger scale 1:50 000 and 1:25 000 from the States Lands and Survey Departments give the best detail. They show natural features, most roads and tracks. Their contours

are helpful in establishing the type of terrain you can expect.

Always check the age (usually the oldest date you can find) of a map as an indication of its accuracy as tracks and roads deteriorate quickly in wilderness areas. Tracks shown on a ten year old map may no longer exist.

When at least two maps agree then hopefully you can expect that a particular road exists. There are always exceptions so plan to allow some flexibility in your itinerary. Air reconnaissance photographs are usually more up to date and are a large enough scale to use in trip planning. They are unavailable from most State Government map centres in the capital cities.

When setting off into wilderness areas don't forget to advise friends of your proposed route and the expected time of arrival back in civilization. If your route is through a National Park you should notify the Park authorities before hand and arrange the necessary permits etc. They are also best able to advise you on local conditions.

Finally always plan your first day as a short one. This way your body and equipment have time to adjust to travelling on rough trails. And remember the faster you travel the less you see and experience so take it easy and then you will have a good trip.

TOURMATES

Accounting: A brand new service for bicycle tourers — *Hantrade/Freewheeling Tour-Mates*.

In each issue a special classified section will be devoted to readers wanting to advertise for touring companions and trip departures.

If you are planning a tour and are seeking companions or want to join a tour, this service is for you. But here's the best part: the service is free.

You can participate by simply writing your name, address and notice enclosing a stamped addressed envelope.

Your *Tour-Mates* advertisement should be kept to 30 words (excluding name and address.) Ads over 30 words cost 20 cents per additional word (please include payment with ad.)

All ads published will need to contain your name and a contact address of telephone number. Ads received without name and addresses included will not be published.

So, if you are tired of the same old crowd use the *Tour-Mates* column to find new touring people and places.

Send your ad enclosing name, address and a stamped addressed envelope to *Hantrade/Freewheeling Tour-Mates Box K26 Haymarket NSW 2000*.

Companion wanted for a tour, mid 1985, through Indonesia, India & Nepal. At least 6 months duration. Volunteer work along the way will be a distinct possibility. Alan Brockman, Nurses Home, Sutherland Hospital, Caringbah, NSW 2229.

Touring companions wanted for easy going day and weekend trips. Also hoping to cycle the NSW coast and Europe in the future. Please phone Peter (03)580 1413 or write to 18 Bear St Mordialloc 3195 Victoria.

Cycle Perth to Pine Gap via Uluru. Begin early 1986. Planning group needed. Horses and wagons welcomed. Part of the 'World Bike Ride for Peace'. Participation in Peace march possible. Contact: Christopher Williams 'Belltrees', PO Mt Victoria NSW 2786.

Companion(s) wanted for bicycle tour of Bali in August 1985. Duration approx 4 weeks before continuing on to Malasia. Contact Alan Brockman (02)525 3551

Companions (20's and 30's) wanted for leisurely tour/working holiday of North and NE Australia. Commencing May 1985. Approx 6 mths duration. Write to: Kay Sachse, 3/16 Duffield St., Gawler SA 5118.

Anyone interested in joining me ridind from Adelaide to Perth via Esperance from the end of April camping and bushwalking. Contact Steve Giles 37 Sycamore Cres., Hawthorndene, SA 5051 Phone (08) 278 2580.

European gentleman seeking touring champion for slow and easy day or weekend trips in Victoria. Camping and motor transport can be arranged. H. Helfin PO Box 481 Warragul 3820.

Tandem Talk

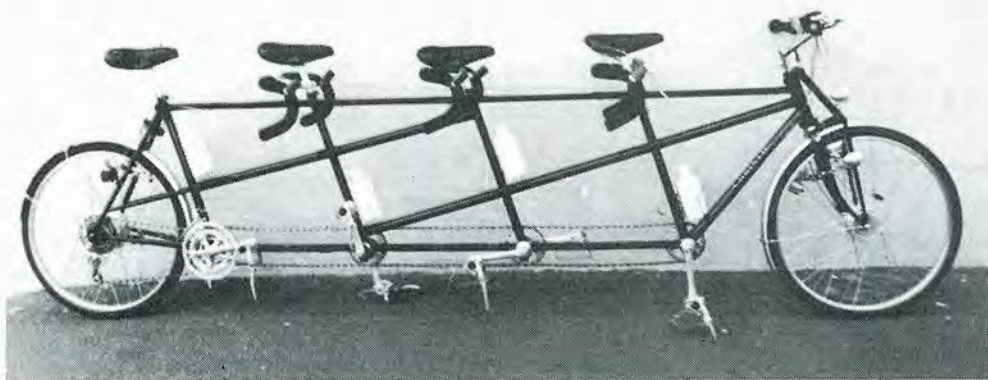
A regular column for the tandem by Paul Farren



The wonder of the modern bicycle is the enormous gear range available and tandems especially take benefit from this. With triple chain rings, a gear range of 20" to 110" is easily available with a system that moves fluently from one gear to another.

However the captain who controls the gear selection operates under a considerable handicap. At speed and notably into a headwind, it is impossible to hear (or see) if the gears are clicking and it is incumbent upon the stoker to direct the operation of quieting them to prevent temporary insanity. With up to 3 metre long gear cables, the change is rarely going to be absolutely precise. Nevertheless, I have been assured recently that the teflon cable linings that are now available will make a marked improvement in the change, especially with the bar ended gear levers which I have always preferred to use on tandems.

THE TANDEM SPECIALISTS



A fine example of Christie craftsmanship

This four seat tandem was hand built by Christie Cycles of Melbourne for the Solar Energy Research Centre, Queensland University.

Winner of The Cairns to Brisbane Courier Mail 'Great Paper Chase.'

Technical detail: Reynolds 531 tandem tubing, oval top tube, reinforced mountain bike forks, Dia Compe 960 cantilever brakes plus drum brake and heavy duty headset.

The finest touring tandems made to order

Christie's are the tandem and touring experts. Come and see our wide range of touring bikes, bags and accessories.



CHRISTIE

Christie Cycles 85 Burwood Road

Hawthorn Victoria 3122

Telephone (03) 818 4011.

Most front changers are suitable for a triple set, although highly recommended is one of the cheapest steel models, the Suntour Compe V. It works so well on tandems because the spring mechanism is reversed and it tends to push the chain onto the largest cog when cable tension is released. This means that one can pull the gear into low gear with force if necessary rather than relying on the somewhat pathetic spring pressure. This is often necessary in hill climbing work when the split second timing of pressure release on the pedals is hard to coordinate with two riders.

With all this said, the Compe V has ultimately proved personally annoying because I kept changing the wrong way due to force of habit using my single bike, so it was a case of relearn or use a standard changer — the latter triumphed (the old dog syndrome I suspect).

I change gear far less on the tandem, probably due to this imprecision in selection, and have found the half-step relationship I swear by on my single bike just a nuisance on the tandem. I have a one-step 'idiot' gear set up (so called by bicycle snobs according to Ron Shepherd) with a six speed SunTour block. This has closer ratio gears than the 5 speed but slightly increased problems quieting the gears. The narrow chains are a story into themselves with stiff links, poor changing etc. etc. I currently use a Sedis sport narrow chain under suffering.

The rear changers now available are a marvel to behold but as usual, the ones that perform best under load are the most complex, expensive and easy to damage — notable the Huret Duopar (of which I have destroyed two). I am currently using a Le Tech (SunTour) so far so good — but only time will tell.

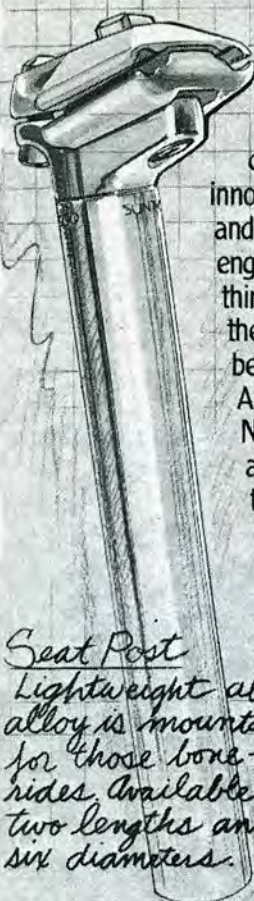
On a different topic entirely (and please don't think that I feel the aforesaid is an exhaustive look at tandem gearing — more a few helpful hints based on personal experience). We use two tandems (Oh, the luxury of it) — one with standard touring components, narrow drop handlebars etc. and the other a 1930's model set up for city use with broad flat handlebars. Using the latter machine either as captain or stoker (yes, we really do have swap around), I am always impressed with the comfort and control that wide bars give. Tandem steering is heavy at the best

of times, and they can be unwieldy beasts in traffic or on potholed roads. My poor shoulders have been shot to pieces on numerous occasions coping with the narrow bars, especially when loaded front bags and handlebar bags are added. As a stoker (dare I say it) I can hardly find room for my hands with the front saddle down low supporting a generous behind. I offer a plea to bicycle importers — there are super wide drop handlebars available in Japan, will someone import at least two pairs for our touring tandem or do

I have to set to with hacksaw and spacers for an improvised job.

To those tandemists whose family has expanded we have recently been shown a trailer suitable for carrying two children. It is a robust construction with the body made of fibre glass and a unique polyurethane flexible joint for three dimensional movement. Made in Victoria it is definitely worth consideration. For those interested contact: Ferga P/L 49 Langrigg Ave, Edithvale, 3196 VIC. Tel: (03) 772 0062.

DESIGNED TO MOVE MOUNTAINS



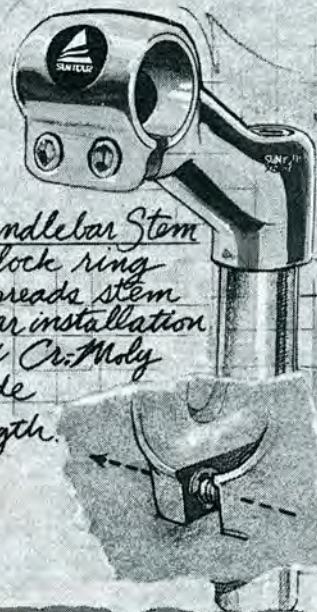
Seat Post
Lightweight aluminum alloy is mountain strong for those bone-jarring rides. Available in two lengths and six diameters.



Just like their internationally famous 10-Speed and BMX counterparts, SunTour mountain bike components are the results of innovative design, technical expertise and superior manufacturing. Their engineers don't just sit back and think of new ideas. They take to the trails to come up with the best products available! From the Appalachians to the Sierra Nevadas, SunTour's components are designed to move mountains. Available at quality bike shops nationwide.



XC-II Pedal
Reinforced "X" shape makes a stronger wider pedal. Body & removable cage are light alloy; spindle is Cr. Moly.



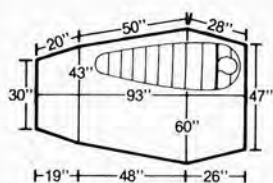
XC-I Handlebar Stem
Unique lock ring feature spreads stem for easy bar installation. Light alloy and Cr. Moly construction provide maximum strength.

Wholesale stockists
Hantrade
(02) 666 9633
(03) 379 6941



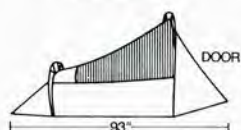
Northface June bug

A lightweight tent for touring

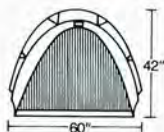


June Bug Floor Area: 31 ft²

SIDE ELEVATION



FRONT ELEVATION



REAR ELEVATION



The needs of bicycle travellers are often quite different to that of other outdoor adventurers. With a trusty set of wheels to transport luggage it is not so much the weight of your equipment that matters rather the bulk. A bicycle tourer with front and rear bags tends to require a tent that can provide not only shelter for themselves but the bags as well.

The June Bug is a tent that meets these demands well. It also has a number of additional features that make it the ideal shelter for two people and their gear.

The tent is one of the newer cylindrical dome type tents which have started to come out of the USA in the past few years. Dome type tents are good because they are quick and easy to pitch and because they are all roof (or all wall depending on the way you look at it) they give a very spacious feeling to the user. One important advantage in this design is that the shape has good aerodynamic qualities and as the cyclist knows this can be an advantage in heavy weather.

The June Bug (where do they find these names) is supported by two pre-

bent collapsible aluminium poles which thread through sleeves in the tents roof and anchor into eyelets at the sides. The tent takes about five minutes to erect once you know the method and requires only six aluminium stakes to peg it out.

The body of the tent is made of lightweight yellow coloured ripstop nylon and there is a panel of nylon mesh in the central ceiling area. This is wonderful for bug free star gazing on summer nights. In rainy weather the separate fly sheet is fitted and this pegs out to give a largish vestibule area where pannier bags can be stored.

Two people can be easily accommodated though there is little additional space inside for gear. The mesh roof section keeps the condensation to a minimum though with all nylon tents the lower inside walls still tend to collect it.

Tent weight and bulk is important for cyclists and the June Bug is a remarkable 1.9 kg all up and fits into a very small bag limited in size only by the length of its poles.

Included with the tent's accessories are a couple of tapes which allow the fly to be erected on its own using the tent poles and stakes.

If you are used to tenting with two but like the spaciousness of a three person tent you may find the June Bug a bit of a squeeze. However if you want lightweight compactness with adequate room for two with front and rear bags each then this tent may surprise and delight you.

RRP \$389.00

Length: 2.36 m; Max width: 1.52 m;
Max height: 1.06m; Weight:
1.9kg; Floor area 2.88 m².

The June Bug shown looking into the tent through the large vestibule area.



Shimano Deore XT components

High performance equipment for touring, tandem and all-terrain bikes



Touring components have always been hard to find but since the advent of the all-terrain bike the situation is changing for the better. The new Shimano Deore XT series components are an indication of this trend.

Most impressive (in performance as well as appearance) of all are the cantilever brakes with their strong triangular shape and easy to adjust cable and pad fixing system. Cantilevers have always been a problem to adjust. Adjustment of the main cable at the straddle hook always required three or four hands and as many tools but Shimano have eliminated this with a simple allen key adjustment bolt on the brake arm for the straddle cable. Precise pad adjustment is made efficient and speedy with the help of a special rotating cam spacer and an allen key main bolt.

The long pads with their hard black rubber compound give perhaps the best braking of any brake set presently on the market. One unfortunate side effect of this is the mess created in wet weather as the compound is washed off the wheel rims and down the forks and stays: not pretty if you have a white frame.

For all-terrain bikers Shimano have designed a smart pair of dog leg brake levers finished in stunning black anodizing. For drop bars the brakes can

TOURING EXCELLENCE \$429



Tange 2001 Double butted – Manganese Molybdenum – tubing, Forged vertical – dropouts, Full braze-ons, Shimano 600 cantilever – brakes, Custom alloy – triple crankset 52-47-30, Randonneur handlebars, Bar end gear levers, Mounted alloy carrier, Adams platform touring – pedals, Proper touring – spokes, rims and tyres, Quality anatomic saddle, Gemini bottle and alloy – cage, Extra bottle mounts, Frame sizes 19½, 21, 23, 25 – 2 months free service, 10 year frame and fork – warranty, 12 month parts – warranty.

	52	47	30
14	100.2	90.4	—
17	82.6	74.5	—
20	70.2	63.4	40.5
24	58.5	52.6	33.7
28	—	45.1	28.9

GEMINI RANDONNEUR

SUPPLIED BY
CALYPSO CYCLES
179 KING ST. NEWTOWN N.S.W. (02) 517 1655



be teamed up with a choice Shimano's BL 7200 rubber hooded levers.

Shimano have fitted their Centron system to the rear derailleur mechanism. This mainly consists of a lever arm device which allows the derailleur a small amount of play. The idea being that the derailleur is self centering and doesn't need as much overshift to force it into a higher gear.

The biggest advantage from the Deore XT gear ensemble was in the smooth changing levers and derailleur mechanisms. The handlebar mounting levers are designed for flat bar all-terrain bikes and can not be fitted to the larger diameter drop type bars. They are bulky in appearance due to the double 6 mm allen key bolt fixing clamp but perform remarkably well. Some thought has gone into the actual lever design as the rubber coverings and easy ratchet action are easy on the hands and thumbs. Even with the long cables necessary on this type of lever mounting system the Deore levers gave a quick smooth response.

At the other end of the cables the front and rear derailleurs performed well. The front mechanism has an extra long cage and can handle wide range alpine gearing. The outer plate tended to flex slightly on difficult down shifts but on the whole it coped well. Wide range gearing creates all sorts of problems for front derailleurs. Generally manufacturers over design the inner plate to give a good up-shift but forget that it is usually the down shift (generally most difficult from the middle ring down to the inner ring when done under pressure) that creates the big problems. This typically occurs at the start of short steep sections of road when the lowest chain ring must be selected under mounting pressure from falling momentum.

The performance of the rear derailleur is good with Shimano's double tension spring system working to good effect. The cage is well designed and should stand up to some rough treatment. The seals fitted to the pivot mechanisms should help keep maintenance to a minimum.

The other items in Shimano's Deore XT range consist of two pairs of sealed bearing hubs for all-terrain and general touring use. these hubs have labyrinth seals rather than complete sealed inserts and are therefore adjustable. They are well finished and are fitted with strong chrome moly axles. The ATB version has bolt up axles while the touring type has quick release.

Deore XT components are priced at the top end of the equipment range and are available from most specialist bicycle retailers.



ADJUSTABLE ALIGNMENT

POWER BRAKING

...for secure handling at any speed.

Aztec stopping power gives you high speed confidence in all conditions. In city traffic. On fast descents. Even when it's wet.

Integrally moulded by a patented process, Aztec Power Pads use a unique high friction coefficient material to deliver dynamic braking control - on any rim surface.



A precision rim alignment facility matches the extra long contact surface to your rim. That's why Aztec Power Pads give even ordinary systems the progressive action and light levered feel of a premium brakeset.

Check with your dealer for the most advanced brake pads available. (Cantilever model also available)

Aztec[®] POWER PADS[™]
FOR INSTANT SPEED CONTROL
Available at better bike shops

Solar Powered Speedo

The new solar powered Cat Eye Cyclocomputer reviewed.



The Cat Eye Solar unit. Inset photos show the unique cadence device and the simplified sensor device mounted on the front wheel and fork.

by Kevin Clarke

One of the current crop of cyclocomputers is the Cateye Solar. This high quality unit displays all of the usual functions and boasts new features which makes it equally appealing to the novice and seasoned tourist or racer.

Apart from being the first solar powered cyclocomputer, the Cateye Solar includes a clock and offers audible alarms for elapsed time, elapsed distance and speed. The clock displays hours and minutes in a 24 hour format and can be set to any time.

Following the trend of other electronic devices, the Cateye Solar is smaller, lighter and has more functions than the first cyclocomputers, now over two years old. The owner's manual is very detailed with clear diagrams of all steps involved in installing and using the meter. The solar cells recharge the two silver oxide batteries, which are provided with an insulator to prevent any leakage. The manufacturer claims the batteries have a semi-permanent life.

Long distance riders will appreciate the slim bracket which uses only 2cm of the left side of the handlebar and positions the meter over the stem. The bracket is directly connected to the fork mounted sensor. The front wheel magnet is very easily installed between two spokes, with two screws, while the left crankarm magnet is adhesive backed and is secured with a nylon cable tie. The cadence sensor mounts onto the left chainstay and plugs into either the meter or the bracket when the meter is removed. This allows the option of not using the cadence feature.

To read the clock the mode pattern must be pressed in for two seconds, independent of what is being displayed. The odometer accumulates the total distance ever travelled. Reset zeros all values except odometer. Distance and time display the elapsed distance and time since the last reset. To confirm that any button has been pressed the meter gives a reassuring beep.

Overall the attractive unit works very well. All the functions, including

alarms were tested during most weather conditions, over various road surfaces with no noticeable effects on the meter, which is still performing as well as it did on its maiden voyage.

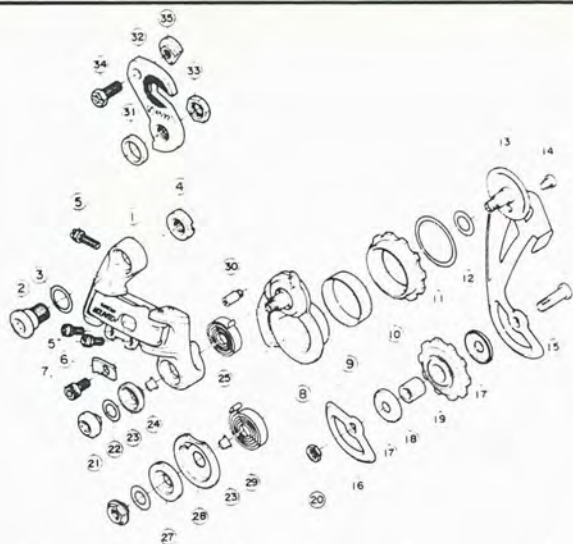
Any wheel circumference between 0 and 2999 mm can be set. The initial value is 2155 — representing a 27" wheel and km scale. A table is provided for almost all possible wheel diameters.

The top portion of the large liquid crystal display always shows the current speed. The mode button sequences the unit through time, distance, average speed, maximum speed, odometer and cadence if the sensor is plugged into the meter. These functions are displayed on the lower part of the display with the mode on the left.

The start/stop button starts and stops the elapsed time and distance alternately each time it is pressed. The reset and alarm on/off buttons are both smaller than the mode and start/stop buttons which makes it difficult to accidentally reset the meter. All of the alarms are easily identified by their different sound patterns. The set button is recessed on the underside of the meter and can be activated with a pen or pencil. Most users will set up the meter then not need to change anything, while some users may like to change the alarms or wheel size.

SPECIFICATIONS

SIZE	2-15/16" x 2-7/16" x 1-1/8" (74.5 x 62 x 29mm)
WHEEL-CIRCUMFERENCE SETTING:	0-2999mm (every 1mm)
POWER SUPPLY:	Solar cell and 2 rechargeable silver-oxide cells
FUNCTIONS:	
Current Speed	0-90 km/h (56 mph)
Time Elapsed	0-999 hours 59 minutes
Distance Elapsed	0-00-9999.9 km (mile)
Average Speed	0-0-90.0 km (55.9 mph)
Maximum Speed	0-0-115.0 km (71.0 mph)
Odometer	0-0-9999.9 km (mile)
Cadence Range	15-300 rpm
Clock	0-23 hours 59 minutes (24 hour type)
Alarm Time;	settable every 1 minute, and sounds periodically.
Distance;	settable every 0.1 km (mile), and sounds periodically.
Speed;	settable every 0.1 km/h (mph), and sounds if the speed set is exceeded.
Operation Signal;	sounds when the button is push



We don't play hard to get

Your days of teeth gritting frustration are over. If you need a small part for your bike come to Hillman Cycles and be helped out not fobbed off. We stock an extensive range of spare parts for most Japanese and European equipment and if we don't have it we can probably get it in. That's the difference between Hillman and the competition. They may be small parts but they will solve your big problems.

Hillman Cycles 44-46 Grantham St., West Brunswick Vic.
Tel: (03) 380 9685
111 Brighton Rd., Scarborough WA Tel: (09) 341 3581

THE REVOLUTIONARY MOULTON B I C Y C L E



AM 2 speed hub—	\$965.00
AM 7 speed derailleur—	1165.00
Front carrier—	43.50
Rear carrier—	59.50
Front bag—	43.47
Rear bag—	50.36
Carry sacks—	102.00

**CALYPSO
CYCLES**

179 KING ST, NEWTOWN N.S.W.

(02) 517 1655



Vittoria Touring Shoes

Ride in stylish comfort with Europe's top bicycle touring shoe. Made in Italy from only the finest materials this specialist touring shoe is available in sizes 38 to 46.



Distributed in Australia by John Trevorrow Imports PO Box 635
Morewell VIC. Wholesale enquiries phone: (051) 34 8181

Gitane Grantour

A European touring bike from France



The French may not have invented bicycle touring but they have been doing it for years. In fact the French style *Randonneur* bike has long been copied as the ideal touring bike. The Gitane Grantour is not exactly in the mould of the *Randonneur* (it doesn't have racks guards and lights) but it comes close.

This bike is basically a French touring bike redesigned for the

American market. The bike is well set up with good solid tyres and fitted through out with tried and true French componentry. Metric 700c sized rims and tyres are fitted. At present only a limited range of tread patterns and tyre widths are available in this metric size. The distributors plan to back up their bikes with a range of tyres and tubes which should satisfy their customers touring needs.

The Mavic modular alloy rims are solid and provide a good braking surface for the Mafac alloy cantilevers. These brakes are almost the original touring cantilever, for until a few years ago, before the Japanese started building all-terrain bikes they were the only brakes of this type that could be easily obtained. Now days all the Japanese equivalents are better finished and designed though the Mafacs continue to perform well enough. The brakes on the test bike were difficult to apply with any sensitivity due to stiff cables.

The heart of the Grantour is its comfortable long wheel base frame. On the road this showed no signs of flexing and gave the firm smooth performance one would expect from a touring machine. Though the frame was well built of Vitus tubing some finished details like extra frame eyelets for mudguards were lacking. Eyelets were provided for a rack to be fitted at a later stage.

One very welcome finishing touch was the comfortable imitation leather tape on the handle bars. The Huret bar-end gear levers were teamed up with the excellent Huret Duopar derailleurs which work exceptionally well under heavy loads. The half-step gearing is very French and proved to be an easy to shift ratio combination.

Selle Italia's excellent vinyl touring saddle was comfortable and came fitted to a Sugino SPH alloy seat pillar (one of the very few non-French parts on the bike). The saddle, plus the well designed and constructed frame, made the bike a joy to ride.

The range of Gitane bikes is now imported by the Apollo group who are using it to supplement their range of high quality Japanese bikes. The Gitane Grantour is available from any Apollo/World of Wheels bicycle dealers.

Gitane Grantour

Suggested Retail Price: \$555.00

Sizes: (cm) 52, 57, 62.

Size Tested: 57

Frame: Vitus 181 Double butted Manganese alloy tubing. Forged drop outs and fork tips. Brazed on cable guides for brakes and gears. Two sets water bottle mounts. One set of eyelets for racks only. Forged fork crown. Steel head set.

Head tube angle: 71.5°

Seat tube angle: 72°

Bottom bracket height: 270mm

Fork rake: 55mm

Wheel base: 1050mm

Chain stay: 455mm

Transmission

Chainwheel Set: Stronglight 99 alloy 170mm cranks.

Chain: Sedisport

Derailleurs: Huet Duopar rear, Eco front.

Freewheel: Maillard Heilomatic

Gear Levers: Huret bar end.

Wheels

Rims: Mavic Module 3

Hubs: Maillard Alloy small flange QR.

Spokes: 14 gauge rustless 3 cross pattern
Tyres and Tubes: Hutchinson 700x28c

Equipment

Pedals: Maillard alloy
Brakes: Mafac Criterium cantilever
Handlebars: Atax alloy
Handlebar Stem: Atax alloy
Handlebar Covering: Imitation leather.
Saddle: Selle Italia vinyl anatomic.
Saddle Pillar: Sugino SPH alloy.
Rack(s): None fitted
Frame Mounting Eyelets: One set.

Gearing

	50.0	45.0	30.0
13.0	103.8	93.5	—
15.0	90.0	81.0	—
17.0	79.4	71.5	47.6
20.0	67.5	60.8	40.5
24.0	—	50.6	33.8
30.0	—	40.5	27.0

The Gitane has the well respected Huret Duopar rear derailleurs fitted to ensure effortless gear changes.



Ultimate ATB

Flashy fat tyres

The audacious name given to this bicycle presents a challenge to any reviewer. Fortunately it comes through

with its reputation intact. The Ultimate is a high quality machine from a specialist retailer. It is equipped

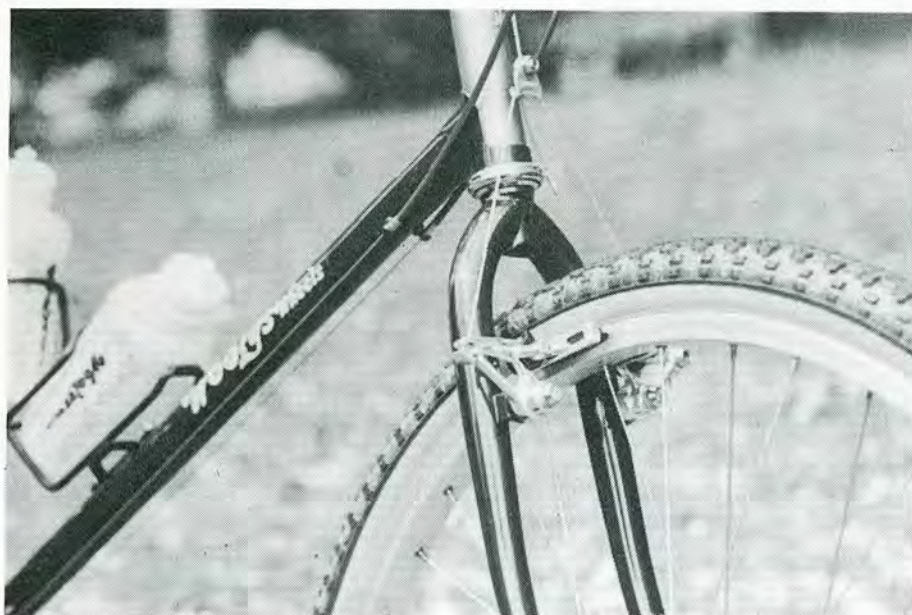
with some excellent componentry and performed well on the bitumen and over dirt roads.

Its frame is constructed from 'computer designed' Infinity tubing a new frame material made by Japanese manufacturer Tange. They claim that the tubing is taper butted and not stepped butted which gives the frame flexibility without unnecessary stress being applied to the overall structure.





BIKER 11 V-PRO TOURLITE



The interesting BMX style of the fork crown gives this bike a distinctive appearance. The Shimano Deore XT cantilevers work exceptionally well.

A large frame size was tested and found to perform well. Shimano's Deore XT cantilevers brought the machine quickly to a halt and were a joy to use. Shimano Deore XT equipment is used through out and includes derailleurs and thumb shifters.

An interesting new feature of the bike was its BMX style welded fork crown. The fork blades have been bent and welded directly to the steering tube. This gave the forks a sleek appearance though it was hard to tell if it improved performance.

The overall finish and construction detailing was excellent right down to its new style Nagoaka Mountain Rack with its tubular alloy manufacture. The Ultimate is a good example of how the Japanese bike manufacturers have emulated the success of that countrys auto makers.

The bike shows off a number of interesting all-terrain trends. For example the usual bull moose handle bars have been replaced with standard alloy flat bars and a new style alloy uplifted stem from SR. One fault common to many of the current crop of ATB's is that the stem concludes a built in cable stop for the front brakes. The difficulty with this system is that it doesn't allow the handlebars to be raised with out getting into fiddly cantilever brake adjustment.

Extra saddle adjustment is available on the Ultimate with the SR two way saddle pillar. This interesting device allows the saddle to be moved forward or back depending on the pedalling position required. This is done by means of a quick release seat clamp which fixes the sliding saddle on an extension 'rail' which is part of the assembly.

In all it is a very classy and well designed bike with an extra long wheel base and laid back frame angles. The

Specialized tyres will suit city or trail use and are good quality treads. This generally in keeping with the overall impression given by this bike.

Ultimate All-terrain Bicycle is available from Woolys Wheels Sydney.

Ultimate ATB

Suggested Retail Price: \$750

Sizes: (cm) 50,54,60.

Size Tested: 60.

Frame: Tange tapered butted infinity tubing. Chrome moly.

Head tube angle: 68°

Seat tube angle: 70°

Bottom bracket height: 300mm

Fork rake: 55mm

Wheel base: 1120mm

Chain stay: 470mm

Transmission

Chainwheel Set: Sugino TAT alloy triple 180mm cranks.

Chain: Shimano Uniglide

Derailleurs: Shimano Deore XT

Freewheel: Shimano U6
Gear Levers: Shimano Deore XT

Wheels

Rims: Araya 26x1.75

Hubs: Suzue Sealed Bearing MTB

Spokes: 14 gauge rustless

Tyres and tubes: Specialized

Equipment

Pedals: SR MTP 100.

Brakes: Shimano Deore XT.

Handlebars: SR Alloy Wide

Handlebar Stem: SR MTS 120.

Handlebar Covering: Sponge grips

Saddle: Selle Halie Anatomic leather

Saddle Pillar: SR MTE 100 alloy forward adjust

Rack(s): Nagoaka Mountain rack.

Frame Mounting Eyelets: One set only for racks.

Gearing

	48.0	38.0	28.0.
14.0	92.6	73.3	—
17.0	76.2	60.4	—
20.0	64.8	51.3	37.8
24.0	54.0	42.7	31.5
28.0	—	36.6	27.0

Tee-shirt sell out

Freewheeling is clearing it's stock of tee-shirts all at below cost price. Now's the time for a bargain, provided we have your size. Unfortunately we can't offer bargains on postage (the APO won't co-operate) so postage is \$1.00 per order. Order more than one and reduce your cost. As stocks are limited, please state your alternative preference

Our complete stock is listed below so hurry and order now before stocks sell out. Some sizes will go fast.

The original Sydney to the 'Gong Official Ride Shirt. 1982 logo on blue cotton/poly shirt. Was \$5.00 **NOW \$3.00.** Only sizes available: 10, 12, 14.



One for the Road

Freewheeling One for the Road Tee-shirt. An original design in two colours on cotton/poly fabric. Never to be reprinted. Was \$7.50 **NOW \$5.00.** Only sizes available: 10 and 12 in White, Bone, Blue or Pink.



*freewheeling
sydney to the gong*

1983 Sydney to the 'Gong Official ride shirt. Original Phil Somerville cartoon design on 100% cotton shirt. Only 200 in existence and going fast. Was \$7.50 **NOW \$5.00.** Only sizes available: Bone colour 14 and 18. White Chinese Double swan brand size 18/20 Only.

1983 Sydney to the 'Gong Guides Shirt. In bright yellow with dark blue stripes design. Cotton/poly fabric Was \$5.00 **NOW \$3.00.** Only sizes available: 12, 14, 16.

1984 Sydney to the 'Gong Guides Singlet. In pink 100% cotton with dark blue design front and back. Very limited quantity. These have not previously offered for sale and have only been worn by the 1984 'Gong Ride Guides. Only one size 18 **\$7.00.**

VICTORIA :
carried away by
BIKEWEEK!

MARCH
25th - 31st, 1985

FEATURES:

- *Activities & Competitions in the City Square, Mon-Fri
- *Commuter Day, Wed 27th
- *Bicycle Bush Dance, Fri. 29th
- *Planning Conference, Thurs 28th & Fri 29th
- *Other Events in your local areas & schools
- *MAD Ride, Sunday 31st

contact
663 3509

VICTORIA TRANSPORT

Subscribe to *Freewheeling* the certain way to keep in touch with the world of bicycling.

Someone beat you to it? Are you tired of flicking through mountains of paper at your local newsagent looking for the next glossy copy of *Freewheeling*? Let *Freewheeling* reach you at your home address and you will save time leg work and your money too.

For the introductory price of \$12.00 (save 20%) for 6 issues. You can have *Freewheeling* delivered to your home address protected from the elements in a sealed plastic bag. *Freewheeling* comes out six times a year in the months of January, March, May, July, September and November.

You can continue to look for *Freewheeling* in your local newsagent or bike shop but you had better be quick or you may miss out. Better still ask them to reserve you a copy. That way you won't find us hard to find.

To subscribe to *Freewheeling* simply fold up this subscription mailer, tape the edges (making sure you enclose your cheque money order or credit card authorisation) and post today. Note: For your convenience this mailer does not require a postage stamp.

Freewheeling Subscription Rates

One Year introductory (6 issues) \$12.00

One Year ordinary (6 issues) \$15.00

Two Year Special (12 issues) \$24.00

One year overseas surface \$18.00

One year overseas air mail (NZ, PNG, \$20.75; SE Asia, Japan, China, \$27.00; USA, Canada, Middle East, \$31.50; Europe UK, \$33.00)

The gift that lasts the whole year through.

A gift subscription is the nicest way to show someone you care and give them bicycling that lasts and lasts. Gift subscriptions cost the same as the introductory rate so you save on the regular price and your friend gets a year of enjoyment and information on the world of cycling.

What's more, in order to announce the arrival of the *Freewheeling* Gift Sub we will send a personally addressed greeting card complete with a bicycling theme to your friend notifying them of your kind thought.

With a *Freewheeling* Gift Sub you don't have to wait until Christmas because it's Christmas six times a year.

To take out a gift subscription for your friend simply fill in the address blank below. Please include your own name and address in the space provided, include your payment and send this postage paid mailer today.

Back Issues

Freewheeling Back Issues are available either singly at \$2.00 per issue (3-9, 11-19, 21-26) and \$2.50 (27,28) including postage. Sets are also available at substantial savings: Set Number 1 costs \$13.50 and contains issues 4-9 and 11-15. Set Number 2 costs \$12.50 and contains issues 16-19 and 21-26. Issue number 3 is in short supply and can only be purchased singly. Issues 1,2,10 and 20 are unfortunately out of print and will not be reprinted.

Find your way with the Freewheeling Index.

The *Freewheeling* Index of Issues 1-15 holds the key to hundreds of pages of articles tour guides and useful reviews. Each issue is designed to last that's why the Index is such a useful guide to the pleasures of *Freewheeling* back issues. \$2.00 including postage. Order on this postage paid mailer.

Freewheeling Order Form

Credit Card Authorisation

- ☐ Bankcard
☐ Mastercard



Card number
Expiry date

Signature

☐ Cheque ☐ Money Order

Qty.	Description	Size	Unit Price	Total
	(Freewheeling subs and back issues and Index all include postage)		include postage	

TOTAL

Gift

Name

Address

Locality

Postcode

Ordered by:

Name

Address

Locality

Postcode

'Gong Ride Videos



Two video films of the past three Sydney to the 'Gong Bicycle Rides are now available. Relive the fun and excitement of these historic event rides in the comfort of your own

home. Both are only available on 1/2" VHS format and cost \$45 including packing and certified postage.

Freewheelin' to the 'Gong. By Kate Muir. An eighteen minute film of the first two rides (1982 & 83). This film was shown during the promotion of last years event. It contains some interesting footage shot from a moving bicycle including an exciting descent of Stanwell Park Hill. A cast of 1000. Shot on Super 8 and transferred to video.

1984 Repco Freewheeling to the 'Gong. By Video Verite. This 55 minute video was commissioned by the organizers Ozbike Tours to show something of the organization that goes into making each 'Gong tour a success. Shot in remarkably clear 1/2" video it follows the days events starting with a deserted Belmore Park and culminating in the arrival at a windy Flagstaff Point. Some interview sequences include the **Freewheeling** Publisher posing as a TV anchor man. Good fun.

No postage stamp required
if posted in Australia



Freewheeling
Freepost 16
PO Box K26
Haymarket
NSW 2000

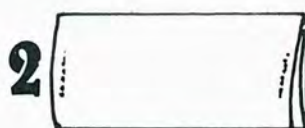
Return address.....

.....
.....
.....

Please do not use staples as they foul postal machinery.



First Fold



Second Fold



Securely tape outside edges.





Kabriolet

Karrimors new look bike bags

Ever since the Karrimor company started making bags for bicycle travellers their traditional design has been the shape that all others have copied. In the 1970's the standard Karrimor front and rear bags were the only bags one could buy in Australia. Even with an increase of local and overseas competition it is easy to see why the bags have been popular.

For a start the bags could generally be fitted to any old rack. The shape and method of construction gave sufficient usable space with reasonable (though not total) protection from wind and rain. The problem for the company and any leader in the field is how to stay out in front. Of course it is much easier to peck away at the lead established by someone else: all you have to do is copy their design and make a few obvious improvements along the way.

Towards the end of the seventies Karrimor was feeling the pressure from the newer American made bags. Rather than being copies of the proven English design these new bags offered users a totally new approach to carrying their equipment. The US bags used rapid closure systems such as zippers and

were often covered with a multitude of external pockets/compartments. Mounting systems were also a radical departure from the Karrimor standard steel hook plates and elastic tensioner fastenings.

By 1980 the US touring scene had grown to explosive proportions and the local bag makers were not keeping up with demand. Karrimor always a very export oriented company decided that the time was then right to get into the US market and at the same time stave off competition from abroad. The result is the Kabriolet range which has been added to an already comprehensive and successful collection.

Th Kabriolet bags have now been available in this country for well over a year now and during this time have undergone extensive field testing to produce this review.

The range consists of rear, front and handlebar bags and all constructed from Karrimor's own fabric called KS 100e. The attractive two tone orange/navy blue colour scheme gives a stunning appearance. This heavy duty nylon material is about the toughest pack cloth found on any bags sold in

Australia today. It is properly waterproof though with bicycle bags it is more often the seams which let in the moisture. The bags tested have been used and abused without yet showing signs of cloth fatigue.

Karrimor's main departure from their traditional design is most obvious in the basic shape of the front and rear bags and the exclusive use of zipper closures. The zips are protected from the rain by a special stiffened hood. The ends of the nylon stiffeners protrude inside the main compartments and pockets and have to be smoothed off by burning to avoid accidental injury when diving into bags to retrieve equipment.

At first sight the front-bags seem small but their appearance is quite deceptive. Total volume is generous and the Kabriolet 3 (called this because they can be mounted in three positions: front, rear and low front) holds twice as much as the conventional Karrimor fronts.

The rears are similarly large in capacity though with zip fastening they can not be temporarily overloaded like the Standard and Iberian bags with their strap fastened lids. This is not a bad thing unless you tend to over pack. Even though they are not the largest bags Karrimor make, their size is in keeping with trends towards more lightweight touring. For people who carry a lot of gear a second set of rear bags mounted on low rider front racks may be the answer.



Wonder Bike Lites Get you coming and going safely

- Easy Universal Mounting fits any place, any bike
- Powerful beams seen from every direction.
- Constant Light Output regardless of speed
- Wide range of Batteries suit all riding needs
- Proven Performance
- Lightweight
- Positive non-slip switch
- Weather-proof design
- Impact-proof plastic — no corrosion, no rust
- Simply remove for use as a handy torch
- Attractive slim lines

NEW



Conforms to British Standard BS 3648 — the recognised world standard for bicycle lights.

No other bike light with all of these features

Safety considerations indicate that the most important role of bicycle lighting is to ensure that you are seen by other road users.

WONDER LITES have a unique design which ensures constant powerful beams front and rear, visible from all angles.

The versatile clamp fittings with ball & socket joints ensure that you can quickly and easily affix your WONDER LITES at any convenient location, then adjust and lock them at any angle.

There's a wide range of WONDER batteries to suit all riding habits from the casual rider through to the long rides of day-in, day-out training.

Available from cycle stores throughout Australia.

Ask for them by name-Wonder

Atom Imports Pty Ltd P.O. Box 86 WATERLOO, NSW, 2017

The handlebar bag is smaller than most and has no separate external pockets. The internal plastic stiffener helps it to keep its shape. It too has a hood to protect the zipper and once again it tends to collect the water if the bag is not fully packed.

For some unexplained reason the Kabriolet bags came without carrying handles. This ignores the important fact that most people will want to carry the bags off the bike when travelling by public transport to the start of their tour. Though both front and rear bags had strap attachment rings on each end these were mounted in the centre of each bag. This made the joining together of both bags into a compact piece of travel luggage a virtual impossibility.

The new adjustable nylon suspension hooks are a big improvement and allow the bags to be hung from virtually any rack alloy or steel. The standard shock cord shares a similar problem with other bags using this type of bottom fixing method in that it is not so easy to mount to the newer alloy type racks. For that matter the Kabriolet rears tended to be too deep for the steel Karrimor rack and the shock cord had to be artificially shortened. Such are the problems of designing a mounting system that will fit all racks. Perhaps Karrimor will eventually follow the trend set by the Americans towards systems bags. This is where the bags will only fit the manufacturers rack but the fit is perfect.

Nowadays the de facto world standard pannier rack is alloy and looks like the American Blackburn brand. It is too late for even a giant manufacturer to design its own rack which ignores this standard. In time they will probably design their bags to be compatible with these racks: then hopefully the rest will follow suit.

In the mean time the new Kabriolet range are an impressive and stylish addition to the growing number of high quality equipment now available for the modern bicycle traveller.

Karrimor Kabriolet

Kabriolet 1 Rear bag. Capacity: 35 litres. Two compartments each bag. Weight 1000 gm.

Kabriolet 3 Three position bag mounts standard front, low front, and rear. Capacity: 20 litres. Two compartments each bag. Weight 700 gm.

Kabriolet 5 Five function bag can be used as a handlebar bag, shoulder bag, saddle bag and utility top of rack bag for front and rear. Tensioning cords and steel rack supplied separate. Capacity: 8 litres. Weight 240 gm.

Front: \$85.00 pr

Rear: \$95.00 pr

Handlebar bag: \$45.00

All bags have reflective tape fitted as a safety measure and are constructed from orange/royal blue KS 100e proofed heavy duty nylon pack cloth.



Cannondale Shuttles/Whistles

High tech touring bags

High tech is one of the current buzz words that usually conjures up images of computer screens and flashing lights: one would hardly think that the term could be applied to bicycle pannier bags. Well now it has and of course it's tagged to a range of bags from the land of high tech buzz words, the United States of America.

The Cannondale Shuttles and Whistles bags claim to the high tech label is due to their use of plastics in a special moulded internal stiffener. These stiffeners provide a protruding shelf from which the nylon bags hang. The beauty of this design is that even if the bags are empty or partly full they will not sag into the wheel.

We are so conditioned these days to be skeptical about the unchecked use of plastics that my initial reaction to the Cannondale bags was, 'oh yes, one more thing to break.' Not so it seems. With the particular compound used in these bags (Cannondale point out that it is not

plastic but nylon) the nett result is that even with my body weight perched on top the stiffener/frame held firm. Mind you I wouldn't recommend this test to every one. No pannier bag should be designed to carry my weight.

Both bags have a similar mounting arrangement and are designed to fit Cannondale's own design alloy rack. This systems approach means that the bags fit securely with no adjustments and modifications needed. Though the bags fitted adequately to my alloy Blackburn racks the fit was makeshift and didn't do justice to the manufacturers design.

The bags hang from the rack by means of two heavy duty aluminium hooks. A tensioning spring fixed towards the bottom to prevent flapping provides the tension to prevent the bags from jumping off. The spring has a circular eyelet which hooks onto a small metal device fitted to the bottom of the Cannondale rack. This device is

supplied loose with every bag to enable new owners to fit them to other types of racks.

The front bags (Shuttles) are a good size and though they are not intended by the maker to be fitted to low rider racks I was able to test mount them with out any difficulty. The eyelet on the end of the spring did require some modification.

The main compartment is accessed through the side and is secured by a two way opening zip. There is also a flat map/document pocket on each outside face also closed by a zip. The main zipper is positioned close to the protruding stiffener and is assisted by it in its travel resulting in effortless movement. My feeling was that these zips would last a long time.

While the front bags were almost a rectangular shape the rear bags (Whistles) had a cutaway front to provide heel clearance. The same zip fastening method was used on their main compartment as well as on the single external pocket. All zips had cord tags attached to the sliders making them very easy to use.

Both types of bag were constructed of a lightweight nylon pack cloth (the more expensive Overlands and Switchers use heavier Cordura). The backs facing the wheel were made of heavy black Cordura nylon cloth.

Comfortable carrying handles were provided as were strap fixing rings. Press studs were fitted to a couple of tags towards the tops of the bags to

Custom Built

2 AND 3 BIKE CARRIERS

RUBBER PROTECTION STRIPS



- Three bike model and two bike model carry bikes with complete safety.
- Extension bar for ladies bikes included (with 3 bike model only).
- Quick-action removal for temporary storage.
- One bolt fitting method—no drilling necessary.
- The Custom built Bike Carrier fits to the existing towbar. Remove the towing ball and fit the mounting bar.

- TOW TRAILER OR CARAVAN AT THE SAME TIME (3 bike model only).

Manufactured by
Leisure Cycles
Also manufacturers of Australian made frames and manufacturers of:

RICARDO
Custom Built
CYCLES

- AVAILABLE FROM BICYCLE SPECIALISTS.

3 Bike Carrier

2 Bike Carrier

FOR OUTLET ENQUIRIES

VIC./TAS.: (03) 793 3150
N.S.W.: (02) 602 4445

QLD.: (07) 376 4544
S.A.: (08) 268 9044
W.A.: (09) 344 6733

Leisure Cycles of Australia Pty. Ltd., Regency Park, S.A. Tel.: (08) 268 9044.

permit them to be joined together for travel off the bike. These tended to be forced apart by the protruding aluminium mounting hooks.

Because of the zippered fastened compartments it is impossible to overload these bags. This is perhaps an encouragement to carry less rather than more. The maker recommends a maximum loading weight though I felt that during the test tour I did exceed the front bags advised limit with out any ill effects.

Both types of bag are available in blue, red and yellow cloth. All bags have reflectors fitted as a safety measure. They are available from Clarence St Cyclery Sydney.



Cannondale Shuttles
Capacity: 24 litres
Price: \$59.00 pr

Cannondale Whistles
Capacity: 33 litre
Price: \$89.00 pr

The Num-Bum Protector

A natural sheepskin BICYCLE SEATCOVER
For touring, racing and exercise bicycles.

- Comfortable
- Durable
- Washable



The ideal gift
Just \$20 postage paid.

Mr./Ms.
No./Street
Town Postcode
I wish to order NUM-BUM PROTECTOR/S and
enclose cheque/money order for

Send to C. & N. LOCKER, Happy Valley,
Adamindaby NSW 2630.
Trade enquiries welcome.

Towards a National Bicycle Committee

The institutional responsibilities of the Federal Government towards cyclists, were first outlined by the bicycle movement in the lead article of the first issue of *Freewheeling* magazine.

Since that time very little has been done by the Federal Government apart from the provision of JOLOR (Jobs on Local Roads) funds for bicycle path construction, and it is now clear to the cycling movement, that a National Bicycle Committee (NBC) to parallel the work of State Bicycle Committees is an essential administrative mechanism if the Commonwealth is ever to honour its responsibilities towards the 3½ million Australian cyclists. Alan Parker* outlined the case for a National Bicycle Committee.

To overcome past neglect of cyclists safety needs and to positively encourage cycling as a mode of transport a government minister has to take overall responsibility for cyclists. That minister must establish a standing committee with a chairman who reports directly to him and controls a budget sufficient for the committees needs.

The establishment of an administrative mechanism for the statewide control of bicycle planning and implementation has been developed in several states and is referred to as a State Bicycle Committee (SBC). The State Bicycle Committees are sometimes called Bicycle Advisory Committees are sometimes called Bicycle Advisory Committees and all are standing committees hosted by State Departments of Transport. All SBCs have representatives from other government departments, community and professional agencies and bicycle advocate groups.

The departmental composition and range of professional skills represented on the SBC reflects the "integrated approach" to bicycle planning which was defined in Mike Hudson's bicycle planning manual (UK, 1981).

"There are two prerequisites to the successful application" of the integrated approach. The first is that the activities and skills of different professions can be brought together to develop plans and proposals which make realistic use of the resources

available. The second is that there is the political will to grasp the opportunities which are available." (Hudson M. 1981.)

The Victorian SBC view is that bicycles are a significant means of transport, therefore bicycles are properly under the control of the Minister of Transport. The Victorian SBC is however involved with a number of other Ministries.

The SBC was first created to satisfy a demand from the cycling public for an agency which is concerned with cycling in all its aspects and it took several years before it evolved into its present form, in its first few years it was hosted by the Minister for Youth Sport and Recreation. In 1980, a Victorian Liberal Minister for Transport selected Alistair Hepburn OBE, (recently retired chief planner with the Melbourne Metropolitan Board of Works) as the part time chairman of the SBC.

In 1983 the then Labour Transport Minister decided to keep the SBC and asked the chairman to continue to service the new administration.

Victorian Powers, Staffing and Policy

The SBC chairman reports directly to the minister and the Director General of Transport and was empowered to advise independently of any of the departments represented on the SBC. This arrangement has worked most successfully but cyclists would prefer the SBC to be formally constituted by Parliament so that it would have permanence and give annual reports directly to the Parliament.

At present the Victorian SBC has three persons working full time in the ministry and their work is now sup-

plemented by a road engineer in the Road Construction Authority and six school teachers/co-ordinator's and a policeman working full time in other agencies. The SBC produces an occasional journal called Bike News. The annual budget of the SBC is approximately \$1 million per year, but is supplemented by 1:1 local government contributions and \$2 million worth of Commonwealth Employment Program funds for building bicycle paths in 1984 with expectations of further funding from this source for the current year.

Bicycle policy is still being developed in Victoria and it will be a considerable time before all the government agencies do what is required of them as part of their normal functions and everyday activities. When that time comes bicycle planning will have become integrated into the overall state planning processes and the SBC will be disbanded or have its terms of reference changed so that it becomes responsible for over seeing the planning for all forms of non-motorised transport. For the present bicycle planning and implementation even though only a small part of transport planning, is still at a difficult stage in Victoria and still needs careful handling.

Functions of a National Bicycle Committee

The principal functions of a National Bicycle Committee (NBC) are listed below, and a proposed 1986 bicycle planning conference is part of functions 1 and 2.

- (1) Foster interstate co-operation and sharing of resources between State Bicycle Committees and other government agencies involved in cycling.
- (2) Foster interstate co-operation between non-competitive state cycling organisations and non-government agencies involved in cycling, and provide an effective means of communication between them and appropriate Commonwealth agencies.
- (3) Co-ordinate Commonwealth Transport department internal activities and develop a coherent bicycle program for the Office of

*Alan Parker is currently Vice President of the Bicycle Federation of Australia and President of the Bicycle Institute of Victoria.



Ever been in this situation?

If this has happened to you lately then its time you talked to us.

Are you tired of being talked at by sales people who don't want to know about your needs? If you've had enough come along to the friendly people in Blacktown. We will help you find and fit the right bike to suit your needs. We stock and service bicycles for racing, touring, triathlon, general recreation, BMX and commuting.

Your purchase gives us pride. Your appreciation is our advertisement.

BLACKTOWN BICYCLE CENTRE

5 Alpha St, Blacktown Tel (02) 621 8158

ANOTHER QUALITY TYRE FROM I.R.C.

HP90

AVAILABLE
AT YOUR
LOCAL CYCLE DEALER

AUST. DISTRIBUTOR
REPCO CYCLE COMPANY.



Looking for strength? Look to the IRC HP-90. This tyre is loaded with features — it's great for all purpose touring in any kind of weather. The overlapping cord construction gives strength where it's needed most. Check the tread — the raised centre ridge minimizes rolling resistance, while the unique grooves offer superior traction and braking in a variety of conditions. Available in gumwall construction.

IRC
KOREA

SIZE	SIDEWALL	MODEL NO.	CONSTRUCTION	AIR PRESSURE	WEIGHT	WIDTH	OUTSIDE DIAMETER
27x1 1/4	Gum	HP-90	w/o 3 grommet wire 0.97mm	90 psi	500g	29mm	695mm

REPCO



CYCLES

Road Safety, the Bureau of Transport economics and the Minister's office.

- (4) Provide a forum and act as a catalyst for other Commonwealth agencies who have institutional responsibilities towards cyclists.
- (5) Commission and co-ordinate a National bicycle study that will determine priorities and programs for a 5 year bicycle safety, education, and bicycle encouragement program by all Commonwealth agencies.

The Bicycle Federation through its collective experience at State level believes that the Commonwealth Minister for Transport should take a personal interest in the National Bicycle Committee (NBC) and appoint a neutral and independent chairman who reports directly to him. This procedure is essential for the first year of the NBC's operations. Dr John Mathieson's paper already presented at last years Road Safety Conference, provides a basis for discussion of bicycle safety issues and the BFA will prepare a paper outlining a bicycle encouragement program for consideration in a national bicycle study.

B.F.A. Recommendations

The Bicycle Federation of Australia, recommends that the Minister for Transport, Mr Peter Morris, agree to these proposals in principle, and con-

vene a meeting to consider detailed proposals for the establishment of the N.B.C., its terms of reference and to define national institutional responsibilities, in great depth.

INSTITUTIONAL RESPONSIBILITIES

Institution	Interest	Im- por- tance	Direct Responsibilities
Federal Government			
	As for states and LGA's in the territories. Also have responsibility for:		
	i facilitating exchange of information between the states.	**	Research program
	ii requiring that some federal funds be applied to facilities	***	Administrative guidelines
	iii for defence reasons, to ensure that cycling, a mode of high utility yet low vulnerability, is encouraged. This particularly applied to touring bus & forestry tracks.	**	Policy support

LIFECYCLE



CITANE® GRANTOUR

GITANE — French bicycle racing company. Winner of 1983 World Championship. Winner 1983 & 1984 Tour de France.

Grantour — Gitane's superb touring bike

- Vitus 181 Chrome moly frame
- 1560 Huret Duopar Gears
- Mafac cantilever brakes
- Stronglight 99 triple crankset
- Extras include toeclips & straps and braze-on fittings for rear rack and 2 bidons.

Beautiful \$555.



Visit our new showroom **Triathletes World**. The first retail store to specifically cater to all aspects of this dynamic sport. **Triathletes World** located at 8 Albion Rd, Albion. Telephone: (07) 262 6888

ZZIPPER ROAD FAIRING

- Reduces air drag by over 20%
- Fastens easily to brake levers
- Increases stability at high speed
- Exceptionally light
- Excellent wet weather protection \$103.

Send SAE for your free mail order catalogue today. Cheque or money order with order please. Add \$2.00 postage.

276 Petrie Tce. Brisbane (07)831 2611

International

Rail-Bike Connection Launched in Switzerland

The state-owned Swiss National Railways, in cooperation with private railways, is operating a rail-bicycle service which allows train passengers to rent bicycles at their destinations. The new arrangement gives city dwellers an opportunity to pedal around the countryside without taking their cars or even their bikes along. A total of 1500 bicycles are

available through the rail-bike service at the participating stations. Just in case, though, to guarantee passengers a bicycle upon arrival, they are asked to phone ahead to reserve their own. Men's and women's 3-speed models are used.

In order to give bikes maximum freedom in choosing their route, the service allows for returning bikes to any station, rather than just the one where the bike was rented. Insurance is also provided so that the renters of

the bikes are liable only for accidents in which they were at fault.

The bikes in this service may also be rented by persons who did not arrive at the station by train, but railway passengers are given lower prices than other renters.

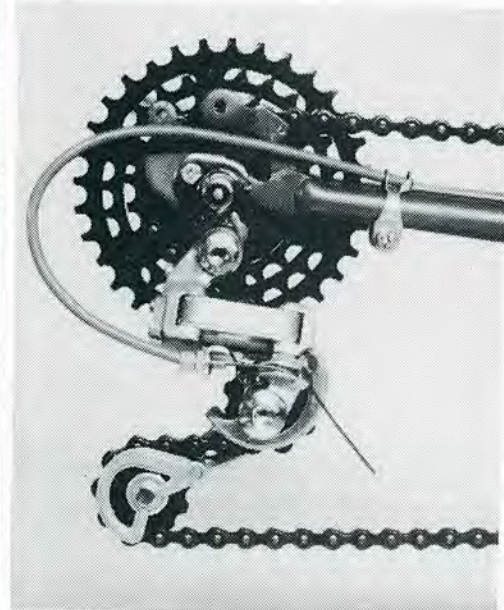
Moulton — a museum piece

The new Alex Moulton Advanced Engineering Bicycle which has been acknowledged world-wide for its outstanding design, performance and versatility has now been selected as one of the 100 best ever products listed in the Good Design Guide.

This guide was launched at an exhibition of the 100 best ever products at the Boilerhouse Project, Victoria & Albert Museum, London which opened early this year and where the AM bicycle can be seen both equipped for riding and in its separated form.

Alex Moulton is the engineer who designed the suspension on the original Mini, but his own passion is for bicycles. The original Moulton was launched in 1962. With its stiff frame, small wheels and unique suspension it was the most radical rethink of the bike since the first safety cycle had appeared at the end of the last century.

150,000 of the original Moultons were manufactured. In 1983 Alex Moulton revised the concept, launching his AM2 'Advanced Engineering' bicycle, the ultimate expression of cycling technology. Both the original Moulton and its successor provided the rider with outstanding comfort and control, together with compactness and portability.



**INNER
CITY
CYCLES
HAS
ALWAYS
MADE**

**TOURING BIKES
AND
HAS THE
FACILITY
TO BACK
THEM UP**



**INNER
CITY
CYCLES**

BICYCLE BUILDING SPECIALISTS

• ALL REPAIRS • CUSTOM BUILT BIKES •
• BRAZING • TOURING SPECIALISTS •

BICYCLE HIRE • MAIL ORDER

31 GLEBE POINT RD, GLEBE (02) 660 6605

Hi! Wanna join me
(the hoofed,
helmetless guy)
on

Sunday April 14.
I'm going in
THE CYCLE.



All I do is enter and get **everyone** to sponsor me.

The \$\$\$ go to feed some of those **Africans** you saw on TV; it helps others too in places like Bombay and Bangladesh.

Brian Gore reckons it's OK; he should know!

I'm starting at 9.30 a.m. near the Concert Hall. I zoom along beside the Yarra and on out to Oakleigh (and back).

Maybe I'll win a cycle pennant - I need one.

(I need a helmet too). Pick up an **entry form**

now from **The Cycle Against Want,**

75 Brunswick Street, Fitzroy 3068. Or
phone us on **[03] 419 7044** and we'll send one.

See ya cyclin' on Sunday.

International

Reynolds 531 — for 50 Years

The famous "Reynolds 531" butted brand of cycle frame tubes, forks and stays becomes 50 years of age this year.

In 1935 the first generation of "531 butted" transfers appeared on lightweight cycles, initially in the UK and soon to be followed by manufacturers throughout the world.

Reynolds 531 (which is manganese molybdenum steel tubing) has proved to be the world's most enduring cycle product and today the alloy composition remains the same as it was 50 years ago.

Cyclists of all disciplines were quick to see the advantages of Reynolds 531 butted tubes — Manganese Molybdenum is 15% stronger after jointing than chrome molybdenum, thus offering the cyclist a 15% weight saving for the same strength, or 15% more strength for the same weight.

Reynolds estimates it has produced over 20 million 531 frame tube sets over the period and has sold into 25 countries throughout the world.

To mark this occasion cycle manufacturers will be producing 531 models with a limited edition transfer during 1985 only; the transfer will be produced in the standard Reynolds colours of green, gold and black and will supplement the normal Reynolds frame transfer.

For the enthusiast cyclist Reynolds will be making available this prestige transfer on receipt of proof of a 531 frame or cycle purchase together with U.K. pound 1.00 and a stamped addressed envelope to:

Marketing Department
TI Reynolds Limited
PO Box 232, Hay Hall
Redfern Road
Tyseley
Birmingham B11 2BG

BICYCLE USA
(The League of American Wheelmen)
Suite 209
6707 Whitestone Road,
Baltimore, MD 21207
Phone: 301/944 3399

The U.S. national non-competitive cycling organization, with some 20,000 individual and family members and 500 affiliated clubs, *Bicycle USA* publishes an excellent monthly membership magazine, *Bicycle USA*, with articles and photos about domestic and overseas touring, traffic cycling techniques, cycling

equipment, medical and technical question and answer columns and a monthly Cycling Calendar listing some 500 invitational day and weekend rides sponsored by *Bicycle USA* affiliated clubs throughout the year. Members also receive the annual *Cyclist's Almanac* with 60 pages of state-by-state cycling information, including road, terrain and climatic descriptions, a directory of bicycle route maps, addresses of affiliated clubs, who to contact for touring information and a list of 1,100

hospitality homes where members may stay overnight while on tour.

Bicycle USA publishes an annual tour sponsors directory, available free to overseas cyclists. The 1984 one lists 122 tour operators, on every continent but Antarctica. It tells who runs tours and where, their cost, length, difficulty, average daily mileage and type of accommodation.

Bicycle USA membership is \$22 (U.S.\$) for individuals and \$28 for families (includes \$4 for overseas postage).

**Be nice to yourself:
buy an IKU Cycletronic
bicycle computer**

**Guaranteed for
12 months**



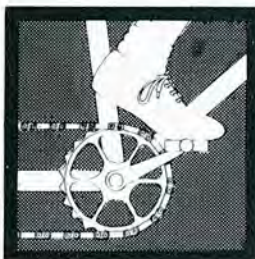
made in holland



- Can be fitted to any wheel size
- Self powered — no batteries
- Easy one button operation
- Automatic on/off (no switches to forget)
- Attractive European design
- Water proof and lightweight
- Comes with detailed fitting instructions and log book.



trade inquiries contact:



the
PEDLAR

P.O. Box 930 Canberra City ACT 2601 Phone: 48 8911

Inaugural Masters Games

The inaugural Masters Games will take place August 7th to August 25th, 1985 in Toronto, bringing together 10,000 athletes from around the world.

The Masters Games have been created to provide long term goals in sport and to promote the ideals of "Sport for Life". They offer the inspirational message to mature

amateur and professional athletes, that continuing sports competition at the highest level can be a lifelong pleasure.

There will be no flags and no national anthems . . . all competitors will participate as individuals, competing in the uniform of their sport. The Masters Games are solely for the purpose of providing fine competition

for mature athletes in their own age group.

Athletes will participate in 22 sports including cycling and share in a multitude of events, ceremonies and cultural festivities that will make up the Masters Games.

The Masters Games will take place once every four years in different cities around the world. TO qualify as a host venue, a city must be able to provide suitable facilities, eliminating the need or heavy capital cost in construction. The Games are funded through a combination of corporate sponsorship, government, and participant contributions. Athletes are responsible for their own travel and accommodation expenses and will pay a nominal registration and entry fee.

Included in the rapidly growing list of renowned Master Athletes are former Governor General of Canada, Roland Michener, the Honorary Master of the Games; Australian world-wide record holder for the sub four-minute mile, John Landy — Honorary Chairman of Athletics; and former National Hockey League super star, John Beliveau — Honorary Chairman of Ice Hockey.

Another former great accepting an Honorary position in the Games is World Cycling hero and winner of five successive Tours de France, Eddy Merckx — Honorary Chairman of Cycling.

Cycling is one of 22 sports selected for the first Masters Games. The games will provide athletes with an opportunity to compete with some of the sports true legends in this multi-sport competition to be held August 7th to 25th 1985. This inaugural sport event is the first of this magnitude ever held in the world!

Master cyclist will compete in a 45k Road Race circuit. Competition dates are August 11th to 15th 1985.

Age categories differ depending on the sporting event. Age categories for cycling events is the age you attain in the 1985 calendar year. Age categories for women are 30-34, 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70². For men the age categories are 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70².

Time trials will be 20k for both men and women.

A special highlight of the cycling event is a Tandem event for the blind.

Hatta

THE NAME OF QUALITY, FOR THE PEOPLE WHO WANT THE BEST



DURABILITY, PRECISION, LIGHTWEIGHT. ALL THAT YOU NEED
FOR YOUR BICYCLE. IT'S HERE . . . IT'S HATTA

Available from all leading

REPCO CYCLE DEALERS —



HEAD OFFICE — 25 HAMILTON ST. HUNTINGDALE, VICTORIA. AUSTRALIA

mail order catalogue

As a service to the neglected cyclist outside Sydney we have produced a Mail Order catalogue . . . a full range of quality parts is now available to the isolated rural cyclist.



Gears

Lightweight and wide range gearing Stronglight, Huret, Sugino, SunTour, Shimano.

Racks

Wide range of strong steel and alloy racks.

Panniers

Karrimor, Tika, Bell-weather, Hiker Biker, in canvas or nylon.

Trailer:

Inc. universal hitch. Light, strong, carries 50 kilos.



16 page fully illustrated and detailed Catalogue including separate Pannier Supplement and price list, all for only \$1.00.



**INNER
CITY
CYCLES**

• CUSTOM BUILT BIKES •

31 Glebe Pt. Rd.
Glebe (02) 660 6605

Netti

Finest Italian Lycra

We use only the worlds finest lycra/nylon tricot with 90% stretch across your body and 70% stretch up and down.

Your normal clothing size First try our size

Women	Men	
8	30	XS
10	32	S
12	34	M
14	36	M
16	38	L
18	40	XL

Knicks, bib-n-brace and skin suits have extra large de-luxe quality chamios with extra comfort lining inset.

WIDE RANGE OF SIZES AND COLOURS

Black, navy blue, dark green, red, royal blue, aqua, turquoise, apricot-orange, yellow, candy pink, rose pink, flamingo-hot pink, silver grey, light green and white.

LOOK FOR THEM AT
SPECIALIST BICYCLE
DEALERS

**Knicks
Long's
Skin Suits
Bib-n-Brace**



Australian
Distributor
Atom
Imports
Pty Ltd

SOUND ADVICE CAN SAVE YOU \$'s!

AND IT HELPS IF THE PRICES ARE REALISTIC TOO —



- * Lightweight frames and wheels — ex stock to order
- * Panniers — Racks — Spares
- Shoes — Nicks — Shirts
- Galli — Campagnolo — Dura Ace
- * Specialists in 15, 18 or 21 gear preparation.



MAIL ORDER

BALWYN CYCLES

268 Whitehorse Rd
Balwyn Vic. 830 5902

apelo



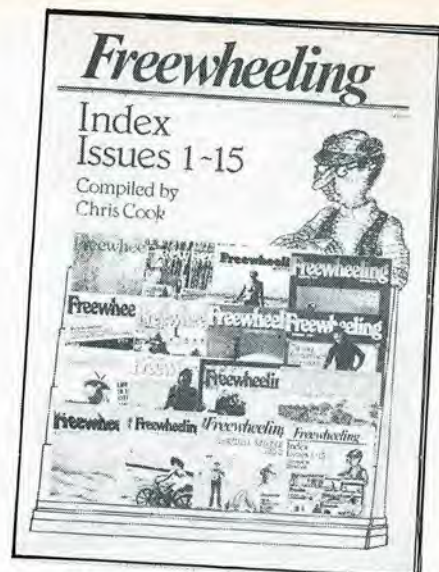
In this event the age category is determined by combined ages of riders. Minimum age for the blind cyclist is 25, for the steersman 35. Women and men ride together.

Travel arrangements to the Masters Games should be booked through Thomas Cook Travel Ltd., the official travel company for the Games, or its sister company, Wagons Lits. This international company will have a profile on every competitor as soon as an entry is filed. The registration fee for the Masters Games is \$50.00 Canadian, which will bring competitors a special Masters Games Pack. The

entry fee for the cycling events is \$25.00 Canadian.

Since these are the inaugural Masters Games, it is difficult to predict how many riders will want to enter. Therefore, interested riders should contact the Cycling Masters Organizing Committee, to signify an intention to enter. Please include your date of birth. An official entry form will be mailed to you as soon as they are available.

John Bonfield
Chairman, Cycling,
Masters Games Headquarters
PO Box 1985, Postal Station P
Toronto, Ontario, Canada M5S 2Y7
Telex: 06524350



The Freewheeling Index

At last the publication that completes any *Freewheeling* set — the Index of Issues 1 — 15.

This valuable reference is your key to the many technical articles, reviews, tour guides, reference articles and travel pieces locked away within the first fifteen issues of *Freewheeling*.

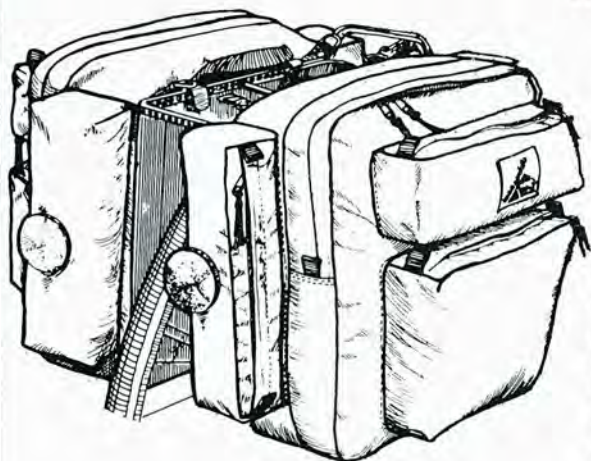
The index lists items under subject title and author with a special handy map reference to the many tour guides published so far.

Order your copy today. No *Freewheeling* subscriber should be without one. \$2.00

Clarence St. Cyclery

PRESENTS **cannondale**

IMPORTED DIRECT
FROM U.S.A.



Panniers start from \$59 per pair and all have an internal frame made of glass-reinforced nylon resin to retain shape and reduce stress on zippers and seams.

- ★ RACKS ★ SHORTS
- ★ PANNIERS ★ GLOVES
- ★ SHOES
- ★ ALUMINIUM TOURING FRAME

Innovative design gives convenience and dependability in
cannondale optimum touring systems.

'PHONE OR WRITE FOR
FULL CATALOGUE
(02) 29.4962

Clarence St. Cyclery

104 CLARENCE STREET, SYDNEY (Cnr. KING STREET)

Pedal to the TOP of AUSTRALIA!



26 day Cape York
Bicycle Trek

- ★ 4WD support vehicle
- ★ Mountain Bikes

Also 8 day Atherton Table-
land Odyssey staying in
Old Country Pubs.

Details: Tropical Bicycle Odysseys
26 Abbott Street,
Cairns 4870.
Phone (070) 51 4055

Win a bicycle or one of fifty calendars In our 1985 *Freewheeling* Reader's Survey.

Win a new Malvern Star bicycle or a magnificent 1985 Shimano bicycle calendar for the cost of a postage stamp and a few minutes of your time. All you have to do is participate in the second *Freewheeling* readers survey.

Our last survey conducted in 1982 told us much about our readers preferences and has helped us improve the content and appearance of the magazine.

The theme of the last survey was 'What would you like to see in *Freewheeling*?' This time we would like to find out more about your cycling interests. What kind of bike you own and what you use it for plus some information about your views on some important issues of the day.

As an incentive we are offering a new Malvern Star bicycle to the value of \$300.00 from their soon to be released 1985/6 range. The exact model can't be revealed until Malvern Star release the range during March. In addition there will be fifty magnificent full colour Shimano 1985 calendars given away. The theme of this years calendar is 'The Racing Scene' and contains six

giant full colour photographs suitable for framing. The calendar measures 720 x 520 mm (that's 28 inches by 19.5 inches) and will be the envy of your biker friends.

Fifty lucky entries will be drawn from all of the survey forms received at the close of entries on 30 April 1985. Winners will be phoned during early May to arrange delivery of their calendars. The name of the winner of the Malvern Star bicycle (who will also receive a calendar) will be published in the July/August issue and survey results and the reader profile should be available during spring.

How it works

As the results will be processed by computer (the last survey almost caused a nervous break down because it was done manually). We are asking you to **circle** only your preferences. You may circle more than one if this is applicable but only if the question states *multiple selection permitted*.

To preserve confidentiality we have not asked for your name or address. We have asked for your phone number. This question is only included so we can contact the winners of the Malvern Star Bike and the 49 calendar winners. If this does not interest you you need not include it.

--	--	--	--	--	--	--	--	--	--

Telephone number Bus/hrs.

Please use only one survey form per person. If there is a friend or some one in your household who wants to participate tell them to use a photo copy. When you have completed the form fold it up put it into an envelope and post to: **Freewheeling Reader Survey, PO Box K26, Haymarket NSW 2000.** Your assistance will help us to ultimately produce a better magazine for your information and enjoyment.

Important! please circle your preferred answer.

Demographic Details

1. Your gender: Male; Female

2. Your age: 18-34; 35-49; 50-64; 65+

3. Education. (multiple selection permitted) **Did you attend:** High school; Tertiary Institution; Tech school.

4. Employment. Do you work: full time; part time; are a full time student; unemployed.

5. Income (per annum). Under \$10,000; \$10-14,999; \$15-19,999; \$20-24,999; \$25-29,000; \$30-39,000; Over \$40,000.

6. Type of job. Professional; Technical/semi professional; Public Servant; Trade; Managerial; Student; Clerical; Unskilled; Retired; Other: .

7. Number of people in your household: 1; 2; 3; 4; 5; 6; 7; 8; 9.

8. Household income: Under \$15,000; \$15,000+; \$30,000+.

9. Your postcode: _____



Readership Details

10. How did you obtain this copy of *Freewheeling*? Subscription; Bike shop; Newsagent; Borrowed.

11. How many back issues have you saved? _____

12. On average how many times would you refer back to an issue after you have first read it? _____

13. How many others will read or browse this copy of *Freewheeling*? _____

14. Approximately how much time (in minutes) do you spend reading each issue on average? _____

Bicycle Ownership

15. Do you own a bicycle? Yes No.

16. Are you planning to buy a bicycle in the next twelve months? Yes No.

17. How many bicycles do you own? 1; 2; 3; 4; 5; 6; more than six.

18. To what use would you put your most often used bicycle: General transport; Touring; All-terrain; Racing; General recreation; Fitness.

19. What kind of bike do you own. (Multiple selection permitted): 10/12/15-speed steel rims; 10/12/15-speed alloy rims; Custom built lightweight; High performance sporting lightweight; All-terrain; BMX; Tandem; Fixed geared track bike; Cruiser type; Folding type; Exercise bike;

20. How many bicycles are there in your household? _____

21. What is the cost of your most expensive bike bought new: Under \$150; \$150-199; \$200-299; \$300-399; \$400-499; \$500-599; \$600-699; \$700-899; \$900-999; over \$1000.

22. If you plan to buy a new bicycle in the next twelve months what would its approximate cost be? \$ _____

23. Using the categories of bike listed in question 19, what type of bike will you buy if purchasing within the next 12 months: _____

24. Did you buy your best or only bicycle new? Yes; no.

25. Do you own any of the following items of bicycle equipment (multiple selection permitted): Toe clips; Tool

kit; Battery lights; Generator lights; Specialised bicycle clothing; Automobile rack; 'U' type locking device; Chain or cable lock; Helmet; Touring shoes; Cleated shoes; Child seat; Bicycle computer; Windshield/fairing.

26. Do you plan to purchase any of the items below in the next twelve months (multiple selection permitted): Toe clips; Tool kit; Battery lights; Generator lights; Specialised bicycle clothing; automobile rack; 'U' type locking device; Chain or cable lock; Helmet; Touring shoes; Cleated shoes; Child seat; Bicycle computer; Windshield/fairing.

Bicycle Touring

27. Have you been bicycle touring? Yes; no.

28. What duration of trips do you prefer? One day; weekend; week long; two week; other _____

29. Who do you usually tour with? Solo; partner/spouse; family; club; school group; friends; other: _____

30. Do you own your own touring equipment? Yes; No.

31. What touring equipment do you own? (multiple selection permitted) Rear panniers; Front panniers; Handlebar bag; Small back pack; Saddle bag or stuff sac; In frame bag; Rear steel rack; Rear alloy rack; Front steel rack; Front alloy rack; Front alloy low mount rack; Bicycle trailer.

32. In the next twelve months do you intend to purchase any of the touring items listed below? If so which ones (multiple selection permitted): Rear panniers; Front panniers; Handlebar bag; Small back pack; Saddle bag or stuff sac; In frame bag; Rear steel rack; Rear alloy rack; Front steel rack; Front alloy rack; Front alloy low mount rack; Bicycle trailer.

33. Approximately how many trips per year would you make? 1; 2; 3; 4; 5; more than five.

34. When you tour do you prefer to: camp out; stay in fixed accommodation; use a mixture of both.

35. From your experience would you say the standard of fixed accommodation available to the bicycle traveller in Australia is: Excellent; good; adequate; poor; terrible.

36. Have you ever toured in a foreign country? Yes; No.

37. Are you planning to tour in a foreign country within the next twelve months? Yes; No.

Bicycle Selection

38. When considering a purchase of a bicycle or equipment do you use *Freewheeling* to guide your selection? Yes; No.

39. Where did you buy your last new bicycle: Bike shop; Department store; Sporting store; Discount store/supermarket; Toy shop; Automotive supply shop.

Bicycling General

40. Who services your bicycle(s)? Self; Bike shop; self/bike shop; friend; never bother.

41. How often do you cycle? Daily; More than once a week; Once a week; Infrequently.

42. Have you ever had your bike stolen? Yes; No; Many times.

43. Are you a member of any kind of cycling club? Yes; No.

General

44. Do you own or have access to a home video machine? Yes; No; Yes but within the next twelve months.

45. Do you own or have access to a personal computer? Yes; No; Yes but within the next twelve months.

Your Opinion Please

46. Do you think that the wearing of bicycle helmets should be made compulsory? Yes; No;

47. Name two types of article, feature, review or technical test you would like to see in *Freewheeling*: , ,

48. Now that we print in colour name one subject or type of article you would like to see illustrated in full colour: _____

49. Do you think that your State Government is doing a good job in providing adequate facilities for bicycle riders. Yes; No; Your state: _____

50. Do you think that the Federal Government is doing a good job in providing for cyclists safety and improved facilities. Yes; No.

*Bicycles built with strength and precision
Now in Australia*

CENTURION



Winner

Category 12
multi gears deluxe
— under \$600.

**BIKE OF THE YEAR
AWARDS**



**'Pursuit' 12-speed Lightweight.
Designed by Sid Patterson — three times
world Pursuit champion.**

Pursuit

Pursuit 12-speed

FRAME: 3 main tubes; Tange Champion No. 5 drawn chromoly.

BRAKES: Diacompe ARX sidepull.

DERAILLEUR: Front — SunTour ARX.

Rear — SunTour ARX.

CHAINWHEEL: Sugino DNJRT 52/40T.

FREEWHEEL: SunTour PN 6SG 14/28T.

HUBS: Suzue Mod CSH alloy small flanged.

WHEELS: Araya alloy rims.

Distributed in Australia by: **NSW & QLD**, Centurion Bicycles and Accessories, 11/82 Reserve Road, Artarmon, NSW 2064. Phone (02) 438 3362
VIC & SA, Sid Patterson Cycles, 171 East Boundary Road, East Bentleigh (03) 579 4115
Trade enquiries welcomed.

Australia Awheel

A regular section of news and information across the nation

Bikeplanning Book

A new book on the history and method of bicycle planning in Australia will soon be released by the Geelong Bikeplan. The book which is over 290 pages long and details much of the trend setting ideas which helped establish the Geelong Plan as a world leader.

As only a limited number of copies will be available we recommend that you reserve your copy today by writing to Sgt Ted Wilson, State Bikeplan Co-ordinator, Victoria Police, PO Box 282, Geelong Victoria 3220.

Government to host National Bicycle Safety Conference.

Following talks between representatives of the Bicycle Federation (a coalition of the major national advocate groups) and the Federal Transport Minister Peter Morris the Federal Government has agreed to host its first ever bicycle oriented conference. The occasion will bring together planners advocates activists industry and from all media over the country and overseas. The conference will be held sometime

next year and the organizing committee is expected to release venue details soon. The conference dates are: 24/25/26 March 1986.

Retailers urged to check that goods comply with standards — Company fined

The TPC early this year again urged retailers and suppliers generally to ensure that products they sell comply with the mandatory product standards in the Trade Practices Act.

In the Federal Court in Sydney Norman Ross Stores Pty Limited and Waltons Stores (Interstate) Limited were fined \$20,00 and \$500 respectively by Mr Justice Wilcox after both firms had each pleaded guilty to selling a *speed line* mens 10 speed bicycle which did not fully comply with the compulsory safety standards covering pedal bicycles.

Commission Officers monitor for compliance with standards — in this case it was found that the bicycles did not meet several aspects of the standard, the most serious being the sell-

ing of bicycles fitted with derailleur gears that did not have spoke protectors on the rear wheel. The standard insists on these protectors to prevent the drive chain from interfering with the wheel. This could occur if the rear derailleur was not correctly adjusted.

"This case highlights the need for all bike retailers to not only stipulate in their order forms that bikes fully comply with the SAA standard but also to have checking procedures to make sure that bikes coming into their store comply with those parts of the standards which can be checked visually. A lot of bikes come from overseas where the standards may not be completely understood. Retailers would be wise to check for themselves" the Commission's Assistant Commissioner Mr John O'Neill said.

Mr O'Neill suggested that if retailers were not sure of their obligations in relation to the standard they should contact the Commission on (02) 64 2847 and ask for a summary of the standard and a checklist of the visual requirements.

National Bike Events Calendar

MARCH

March 25 - 31 Victorian Bike Week. For full programme see Australia Awheel section this issue or phone (03) 663 3509.

March 31 The third annual Michelin Autumn Daytour. This century ride (with a shorter 42 km course) is organised by the Melbourne Bicycle Touring Club as a community service. Fun and prizes on the day. Starts at Hurstbridge Station. Patch and achievement certificate for all participants. Contact: (03) 818 4011 (BH) (03) 241 4453 (AH).

APRIL

Easter April 5-8. Tour of the Southern Highlands (TOSH). Australian Cycle Trails' annual Sydney to Canberra Ride has a changed format this year. This time it will be run as a small group unsupported ride. Participants will be organised into small self supporting groups under the care of a trained tour group leader. The groups will be responsible for providing their

own meals. Hall accommodation has been arranged and bicycling mechanics will be accompanying the ride. Great fun. For full details contact Australian Cycle Trails (02) 264 2521.

Easter April 5-8 Central Tablelands Ride. A fully supported ride from Lithgow to Bowral NSW organized by Australian Cycle Trails for those who like to take their touring easy. Vehicle provides support and meals are provided though participants will be required to help out with some preparation. Half and half bitumen and gravel roads. Camping. For full details contact (02) 264 2521.

MAY

May 19 The Southern Century. A 100 km tour south of Adelaide through vineyards, forest, almond orchards and dairy farmland. Rated easy to moderate. Short course of 47 km available. This event is part of the SA Touring Cyclists Grand Slam Series. For full details contact Peter Pye (08) 2236929 (AH).

JULY

July 14 The Barossa Century. Starts 8am at Sandy Creek Reserve. 100km through the scenic Barossa region. Rated moderate. This event is part of the SA Touring Cyclists Grand Slam Series. For full details contact Peter Pye (08) 2236929 (AH).

SEPTEMBER

September 8 The Springtime Century. Starts 8am Balhannah Shopping Centre. A

100km ride through apple and pear orchards during blossom time. Rated hard. A short course will be available. This event is part of the SA Touring Cyclists Grand Slam Series. For full details contact Peter Pye (08) 2236929 (AH).

NOVEMBER

November 3 The Double Century. Starts Aldgate Shopping Centre. A scenic tour on quiet roads passing through historic Copper towns and the gold rush crossing at Wellington. The route also passes through the historic town of Strathalbyn. Rated hard. A short course of 107 km is available. Support vehicles, St Johns Ambulance Free refreshments, certificates, badges and a chance to win \$1000 in our lucky draw. This event is part of the SA Touring Cyclists Grand Slam Series. For full details contact Peter Pye (08) 223 6929 (AH).

Sunday November 24. The Fourth Annual Freewheeling to the 'Gong Ride. This years 'Gong ride will be bigger and better than ever before. Entry details and forms available late winter. Watch Freewheeling for full details. 85 km. Morning tea and extensive support and entertainment all laid on.

DECEMBER

Saturday November 30 - Sunday December 8. The Great Victorian Bike Ride. This spectacular long distance touring event attracted over 2100 riders last year. Don't miss it this year. Full details in Freewheeling as they come to hand.

Australia Awheel MELBOURNE

Government helmet rebate scheme rushed in buying spree

Bicycle helmet ownership surged to an all time high during the summer months as Victorians rushed to take up the State Government's offer of a \$10.00 rebate on any purchase of a Standards approved helmet. The scheme was conducted by the Road Traffic Authority and is part of the Government's helmet encouragement campaign.

By the end of December when the offer expired the RTA had received over 18000 applications. Retailers say that around 30000 were actually sold which means that it has been a costly exercise for the Government but good for the safety of its citizens. Many retailers experienced up to five and ten times their normal summer helmet sales.

Critics of the scheme say that it was a cynical election play by the Labor Government as the only helmets which qualified for the rebate were both Victorian made. What ever the Government's motives bicycle helmet usage in Victoria has received a tremendous boost as a result.

GVBR is on again

As reported elsewhere the Great Victorian Bike ride is on again in 1985. The ride will depart from Wadonga on Saturday November 30 and will arrive in Melbourne on Sunday December 8. The ride will follow a revised course and will be fine tuned to eliminate many of the teething problems encountered during last years event

Bike Week 1985

Victoria will stage its Bike Week this year during late March. The calendar of events will feature some old favorites plus many new events.

The one event which should create plenty of excitement will be the criterium race to be held in the city streets on Thursday 28th March. City street criteriums have long been immensely popular in Europe and show no signs of decline. The big Kellogs series in the UK regularly attracts world calibre riders with big prize money. Though the stakes will not be as high in Melbourne if the event goes well we should see the concept on its way to being fully established with the sporting public.

Events during Bike Week are:
Commuter Day Wednesday 27. Grab your bike and ride to work. Riders will assemble at a number of points surrounding the city. Then they will ride in to the City Square where a light breakfast will be provided courtesy of the State Bicycle Committee. **Bikers Bush Dance Friday 29.** Hawthorn Town Hall. **Geelong Save Your Head Fun Day Saturday 30th.** This is part of the Radio 3GL/ Capital Building Society/ Geelong Hospital helmet campaign. **Local Government Engineers Seminar Friday 29th.** To be held in the City Square Gala Room. A number of expert speakers will be addressing this important conference. **Michelin Autumn Daytour (MAD) Ride Sunday 31st.** This popular ride will be run this year for its third time and will offer riders two route options of either a 100 km loop or a shorter 40 ride. Good support and achievement certificates given to all riders at the end of the ride. Ride at your own pace. For full details and registration forms contact Melbourne Bicycle Touring Club (03) 818 4011 (BH) or (03) 241 4453 (AH)

AUSSIE HEADS NEED THE GUARDIAN

Protection

The tough ABS shell is designed to shield you from all types of possible accident.

Ventilation

Eleven aerodynamically positioned vents keep fresh air circulating through the helmet.

Shock Absorption

The full polystyrene liner provides all round impact protection.

Fitting

Helmets are available in sizes from young child up to fully grown adult.

Approved

Look for the Standards approved sticker. It's your guarantee of quality.

Comfort

The fitting system allows each helmet to be custom fitted for each head shape.

Availability

Guardian is sold across Australia through a network of specialist dealers.

Visibility

Bright yellow colour with reflectorized tape that helps you to be seen at night.



The Australian Bicyclists Helmet

Manufactured in strict compliance with Australian Standard AS2063. Licence No. 632.

Trade enquiries: Guardian Safety Products (03) 662 3855 Country and interstate dealers call reverse.



Australia's All-terrain Bike Centre

Hillman's sell and service the top brands of all-terrain and all-purpose bicycles including the superb Hillman Alpine with sealed wheel and bottom bracket bearings.

Hillman's are the sponsors of Australia's first ever ATB racing team entering riders in all major events.

Bikes, parts or service: Hillman has the range.

Hillman Cycles 44-46 Grantham St., West Brunswick Vic.

Tel: (03) 380 9685

111 Brighton Rd., Scarborough WA Tel: (09) 341 3581



These six riders recently completed an eleven day 18000 km ride around the State of Victoria to raise money for the Epilepsy Foundation. The event was supported by the Statewide Building Society and will become an annual event. Riders willing to take the challenge and ride this year (the ride will be on again in November) should contact the organiser John Butler, Old Drouin Rd, Longwarry VIC 3816. The riders are L to R: Klaus Scharrmacher, John Butler, Bill Dix, Ken Pickering, Wally O'Brien and John Carrobot.

City Square Activities through out week. Starting on Monday 26th and going through to Friday 30th (10am to 3pm) in the City Square Melbourne there will be a number of static displays and lunch time demonstrations. These will include: Exercise bike competitions; Continuous films on cycling; hazards tests (win a helmet); club displays; bicycle museum; how to protect your bike from theft; bike

lighting; fashion shows; bicycle componentry and accessory displays; BMX demos; Bike Ed display; How to fix your bike demonstrations; cycle roller races and lots more.

For out of towners the City Square is not hard to find. Its near the corner of Collins and Swanston Streets. For detailed information phone: (03) 663 3509.

Bike Expo the biggest yet!

If you thought that last years Bike Expo was the biggest that Australians have ever seen then this year will be bigger still. Still flushed (though not financially) with the success of last years exhibition the Retail Cycle Traders Australia have booked extra space in the World Trade Centre to handle the increase in the numbers of exhibitors wishing to display their wares.

Expo Director Bill Long says that details will be made public in the next issue of *Freewheeling* and will include many prizes for the general public. Bike Expo 1985 will be the largest exhibition

of bicycles parts and accessories ever seen in Australia and will attract all the major distributors and importers.

Bicycle Institute of Victoria issues its policy on the mandatory wearing of helmets.

SUMMARY

The Bicycle Institute of Victoria represents the views of cyclists. It recognises that the wearing of helmets by cyclists is effective in reducing the number of cycling fatalities and the severity of cyclist injuries. The Bicycle Institute of Victoria therefore encourages the wearing of helmets by cyclists.

The Bicycle Institute of Victoria suggests that there are a number of actions which should be taken before legislation for mandatory helmet use is contemplated. These include:

- Enforcement of existing bicycle related laws
- Education of cyclists and other road users
- Encouragement of helmet use
- Acquisition of more adequate bicycle accident data
- Research into adequate lighting and braking systems

Such action will ensure that cycling remains accepted as a valid form of transport and that the community profits from the health, social, environmental and economic benefits which accrue through cycling.

The Bicycle Institute of Victoria is at this stage strongly opposed to legislation which will make helmet use mandatory for all cyclists. The Bicycle Institute of Victoria considers that such a move bypasses general safety issues and the more important problem of accident prevention. The concept of mandatory helmet use, at

Glen Waverley Cycles

An extensive range of quality bicycles & accessories. Good old-fashioned service & 24-hour repairs.

Ask for Craig or Michael — "The Problem Solvers"

106 Kingsway, Glen Waverley
VIC. Phone (03) 560 2178



**Gitane Peugeot Raleigh
Apollo Puch Malvern Star**

Family—Touring—Triathlon
Specialist
Accessories & expert repairs.

401 Chapel St, South Yarra
VIC 3141 Ph: 241 5014

present, also ignores a number of legal, social, economic and practical problems of significance to cyclists.

Cycle Against Want

With the plight of starving Africans and Asians so much in the news lately cyclists are now being asked to join in and help by participating in a forthcoming bike event. The annual Cycle Against Want is being organized by Community Aid Abroad and will take place in Melbourne on Sunday April 14 starting at 9.30 am.

No fee is charged but riders are asked to get sponsorship from family and friends for each kilometre they plan to ride. Money raised will go towards providing self help projects in developing countries in Asia and Africa. Prizes of cycle pennants and air tickets will be won on the day.

The route offers options of 20 and 40 km and starts and finishes beside the Yarra River below the new Concert Hall. For full details and entry information contact: (03) 419 7044.



Riders during last years Ride Against Want negotiate an intersection under the watchful eyes of the Motorcycle Riders Association marshalls.

BICYCLE WORKSHOP

Vitesse Specials

23" high tensile double butted touring frame and forks \$129.00

23" Tange Champion No. 2 Double butted frame and forks \$199.00

21" & 23" hand built Columbus Zeta frame and fork \$199.00

Tubular Nagoaka alloy touring racks. Extra heavy duty rear mounting. \$38.50

Cat Eye Solar cyclocomputer \$75.00

Standard Cat Eye CC 3000 computer \$42.00

Huret Duopar Eco rear derailleur \$42.00

Detto Pietro and Vittoria touring shoes \$69.50

Panaracer Kevlar 27 x 1 1/4" PT Radial tyres \$16.50

Michelin ZZ Sports tyres \$9.75

Sugino TGT Triple crank sets \$59.50



Weinmann concave wheels with SunTour sealed hubs. Top build \$125.00 pr.

BICYCLE WORKSHOP 44 NEW ST RINGWOOD VIC 3134 PHONE (03) 879 2883
Cash Bankcard Visa. It's easy to order by phone using your credit card.



Highwheeling Action

The Strathalbyn Penny-Farthing Challenge Meet is to be held on Saturday 23rd March. Entries already exceed the record entry of 37 riders last year. Teams from Victoria, Tasmania and South Australia will clash in the Interstate Relay event.

Competition is open to all comers. Machines are restricted to direct drive high-bicycles of traditional design. In the interest of safety no toe-clips or straps may be fitted and riders must wear safety helmets.

Events for Penny-Farthings include — Slalom, 4x440m. Interstate teams race, 1 mile Challenge, Veteran riders (over 50 years) ½ mile, Trick-riding, Slow race, and a 1200 metre Handicap event.

The Frank Jarvis Memorial Wheel-Race of 1200 metres is for Veteran and Special Interest cycles. Last year this event resulted in a sprint finish between a veteran-cycle with trailer (occupied) and a delivery cycle.

The new event this year is a Tent and Tea race for cycle tourers. The

blackburn

A WORD ON QUALITY



Some of our designs have been imitated - our quality hasn't. It starts with the material. All aluminum may look the same - it isn't.

The Reynolds 6061 T-6 heat-treated alloy used only by Blackburn is the best available combination of rigidity, tensile strength, and yield strength. It costs more - and it's worth more - than the ordinary aluminum used in ordinary racks.

Heliarc TIG welding, electro-statically applied epoxy finish, six separate inspections during construction. Blackburn quality is built to last.

Trade enquiries to:
Leisure Bikes
PO Box 1026
North Richmond
VIC 3121
(03) 861 6771

ADELAIDE

Excellent selection of Quality lightweight touring and racing cycles. Bicycles for novice to enthusiast.

Long established manufacturers of only the highest quality frames.



**SUNTOUR
SPECIALIST**

**Panniers - Carriers -
Clothing - Touring tyres**

CUMBERLAND CYCLES

468 Goodwood Road Cumberland
Park SA Telephone: (08) 271 6550

**Member of the Bicycle Traders Association
of SA.**

competitors must unload their gear, boil a measured amount of water, and set up their tent, sleeping pad and bag. A time of 5 mins. 20 secs. was set in a preparatory event.

A Saturday night dinner will be held and videos of the day's events are to be shown at this function.

On Sunday morning 24th March, competitors will leave Strathalbyn, which is 60km S.E. of Adelaide, and participate in the 5th Annual Adelaide to Glenelg ride for Veteran cycles.

The events are organised by the Penny-Farthing Cycle Club of S.A. in conjunction with the Strathalbyn and Lakes Tourist Assn.

Next year, to celebrate 150th Jubilee, an International Penny-Farthing Rally is to be held in Strathalbyn and Adelaide. Firm entries are in hand from competitors in England and the U.S.A. for this function. The main events will be held on Friday, Saturday, Sunday 21-22-23 March, 1986. For more information contact the Penny-Farthing Cycle Club of S.A., Secretary John Wigzell on (08) 339 1334.

Queensland on average

Following our report of the recent Queensland Bikeplanning Conference we received a letter from a Brisbane reader correcting the impression given that Queensland's cyclist road toll was 'high (compared) with other states.' The reader helpfully included a copy of the 1983 statistics which show

that fatalities during that year were 19 compared with Victoria's 30.

Since much time is spent these days wrangling over statistics and since the Federal Transport Department now releases monthly a summary of National Road Crash Statistics from the Federal Office of Road Safety we will regularly publish the numbers as they become available.

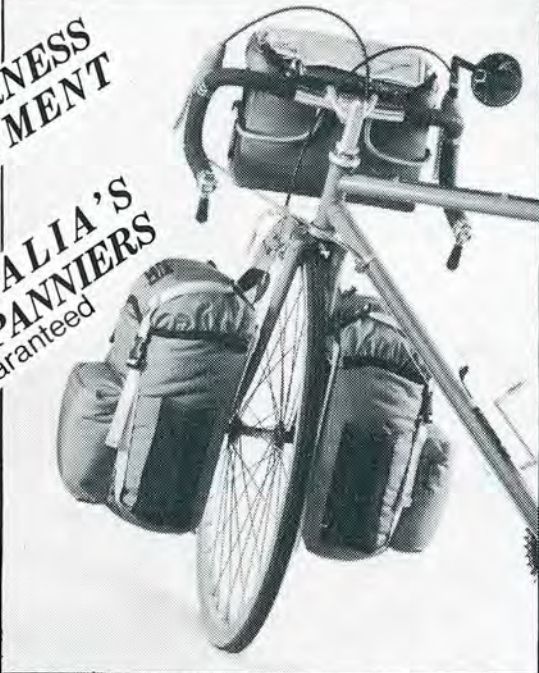
Injuries and Deaths Australian Cyclists

	AUST	NSW	VIC	QLD	WA	SA	TAS	NT	ACT
Serious Injuries 1983	1375	340	491	209	96	179	27	18	15
Deaths 1983	103	29	30	19	5	12	4	2	2
Deaths 1984	91	23	29	16	10	8	4	0	1

In 1983 bicyclist deaths represented 5% of the total road toll. In 1984 the proportion had fallen to 3%.

Source: Federal Office of Road Safety

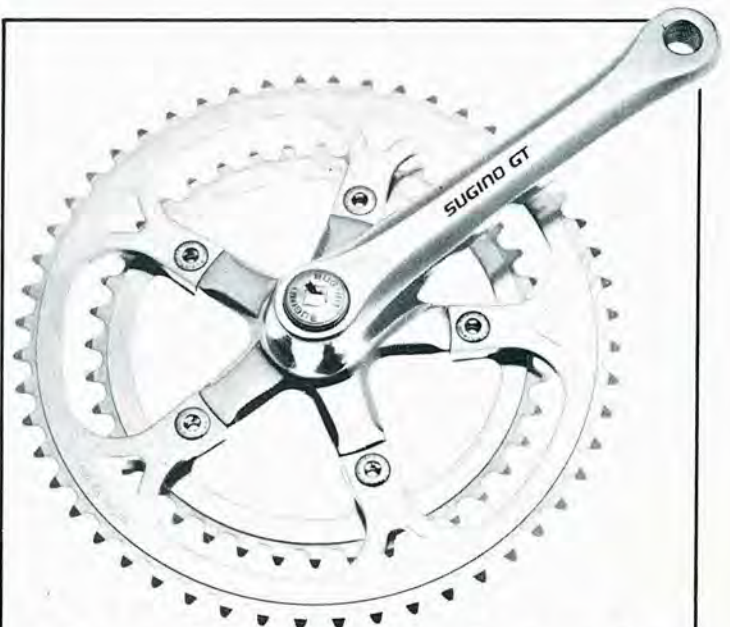
**WILDERNESS
EQUIPMENT**
**AUSTRALIA'S
BEST PANNIERS**
Guaranteed



leather reinforced double stitched canvas or cordura bags with quick release buckles and double drawstring for the ultimate in convenience and waterproofing.



FROM **INNER CITY CYCLES**
31 GLEBE POINT ROAD
GLEBE 2037. (02) 660 6605
NSW SOLE AGENT

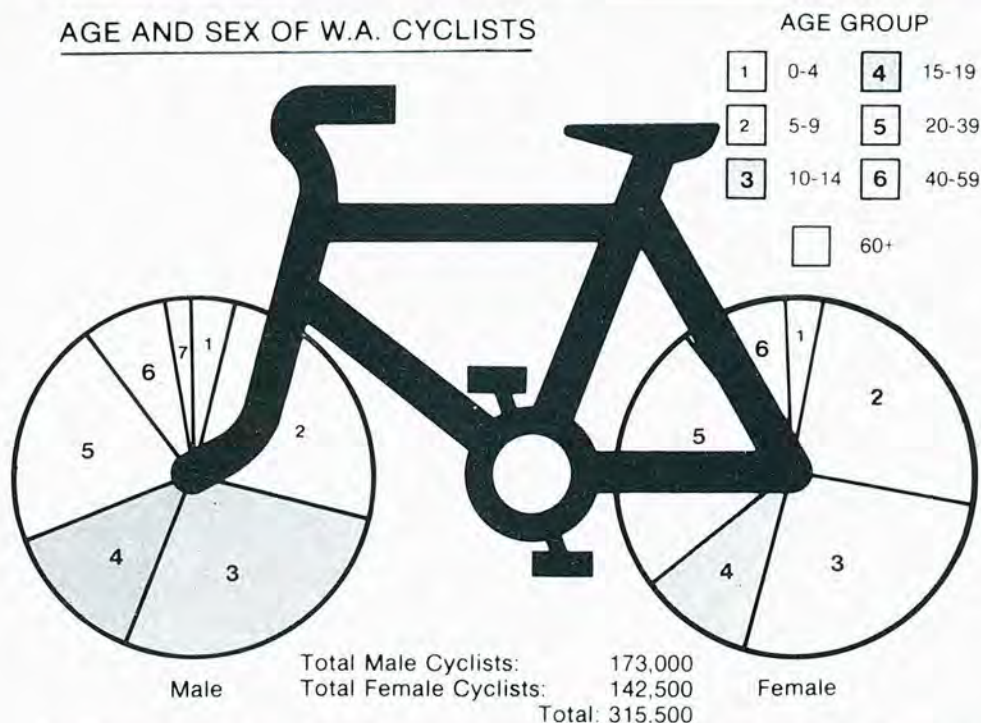


**Over 25 different crank
sets from \$35.00**

Hillman's stock one of the most extensive ranges of bicycle equipment in the country. We sell all the popular brands of equipment plus the more exotic hard to get varieties. Our range of chainwheel sets is backed up by a wide selection of replacement cogs and small parts.

Hillman Cycles 44-46 Grantham St., West Brunswick Vic.
Tel: (03) 380 9685
111 Brighton Rd., Scarborough WA Tel: (09) 341 3581

AGE AND SEX OF W.A. CYCLISTS



This diagram shows the results of a bicycle usage and safety survey done by the Australian Bureau of Statistics. In November 1982 a total of 373,613 bicycles in working order were owned by private households in Western Australia. The diagram shows the age and sex of W.A. cyclists.

The survey showed that 25% of the people covered had ridden a bicycle at some point in the previous four months. It shows an interesting similarity between the sexes - except in the over 60 age range where no women rode at all. More women than men surveyed in the 20-30 age group rode, and less in the 15-19 age group. The great majority of cyclists were under 40.

State Government breaks new ground with bikeplan

The Perth bikeplan is now well underway. It is possibly the first capital city plan being developed in-house by a State Government rather than consultants. This means that according to WA bicycle advocate Bruce Robinson of the WA Cyclists Action Group the plan will be slower to produce but there is a better chance that the development team will be able to stay on through the implementation phase.

The team consists of Ian Kerr (leader) and Chris Warrener with Paul Trichold seconded from the Main Roads Department to look after various engineering aspects. All the team members have some experience bicycle riding so their job won't be simply a theoretical exercise.

Cycle planning and construction is now firmly established with an encouraging trend established in last years Budget when spending was increased from \$250 000 to \$300 000. The Perth Bikeplan hopefully will

justify further increases that will eventually benefit all the citizens of West Australia.

The Perth Bikeplan Team can be contacted at 13th Floor, Natwest House, 251 Adelaide Tce., Perth WA 6000.



Canberra Bicycle Centre

Speedwell • Puch • Bennett
Peugeot • Graecross

A full range of bicycles, parts and accessories for competition, touring and pleasure.

3 months free service on new sales.

Canberra Bicycle Centre
11 Woolley St Dickson ACT
Ph (062) 48 8861

Canberra stages its first Bike Week

The idea of a week long celebration of the bicycle is catching on. The National capital Canberra recently hosted its first bike week with a series of well attended bike events including displays, a commuter/ride to work day and a number of rides.

Bike Week will also commemorate ten years of bicycle advocacy by Pedal Power ACT Inc. Pedal Power is probably the oldest of Australia's current crop of bicycle advocate groups and is looking towards a rosy future with its own office located near the central business district.

The group was started in January 1975 and published the first issue of its magazine also called Pedal Power in 1976. This grew out of a previously published newsletter. They have always organized touring rides and have conducted their fair share of politically motivated rallies to prod the plodding Canberra bikeway bureaucrat.

More recently they have published a guide to touring rides around Canberra which is now into its second printing. *Freewheeling* congratulates Pedal Power on its ten years of achievement and hopes that the next ten will be similarly successful. Pedal Power can be contacted at (062) 48 7995 all hours.

Forty Bicycle Rides around Canberra and Southern N.S.W.



There's more to Canberra than its cycle paths!

Forty Bicycle Rides around Canberra and Southern NSW is a beautifully illustrated guide to cycling that shows you the best places to see and tells how to get there. The featured tours are all road tested and are accompanied by maps showing road surface details.

State Bicycle Committee launches helmet campaign

The State Bicycle Advisory Committee of NSW plans to promote the wearing of SAA approved bicycle helmets during 1985.

The helmet campaign will include television and radio commercials as well as helmet brochure and shopping centre promotions.

It is expected that the campaign will have several phases beginning in January and will culminate prior to Christmas.

Research shows that around 80% of all cyclist fatalities are due to head injuries. Some of these fatalities result from otherwise minor incidents — simple falls for example. Most cyclist fatalities are preventable. A recent South Australian study into cyclist crashes showed that the chance of death is decreased by a factor of 19, compared with wearing no helmet. Clearly, good helmets offer substantial protection against the biggest threat to the cyclist.

While the promotion aims to raise public awareness generally about the advantages of helmet wearing, there will be special emphasis on the young cyclist.

The Victorian experience in successful helmet promotion has lessons for N.S.W. Considerable improvements in usage have been documented — up to threefold increases.

Prior to Christmas 1984 the Victorian government offered a \$10 rebate to purchasers of locally produced SAA approved helmet — the Stackhat and the Guardian. In the 18 days of the promotion thousands of helmets were sold — a significant achievement.

ROCKDALE CYCLES

Southside specialist in
commuting, touring and all off-
road needs.

309 Princes Hwy, Banksia
Phone 597 3981

While BINSW members generally have been quick to see the advantages of wearing helmets, it is now time to encourage all cyclists to do so. Encouragement is preferable to making helmet wearing mandatory, as is suggested from time to time.

If encouragement does result in greater acceptance and wider use of bicycle helmets then we can counter pressures for restrictive legislation.

Engineering Co-ordinator Appointed

The NSW Government has appointed Ian Neuhaus a civil engineer as its first full time Bicycle Engineering co-ordinator. The appointment comes as part of a push ahead by a State Bicycle Advisory Committee to get its bicycle programmes moving following years of poor funding (SBACNSW recently received a new budget allocation of \$1 million for the financial year).

Ian Neuhaus owns a bike and previously worked for the Road Accident Reduction Group and the Department of Main Roads.

Tail Winds BICYCLE TOURING

*Tailwinds unique programmes
can take you to:*

- South China
- Mongolia
- Canadian
Rockies
- Mexico

For more information on a well run
relaxed cycling vacation write to

Tailwinds Bicycle Touring
P.O. Box 930 Canberra City
A.C.T. 2602

MS/MR
ADDRESS
PHONE (hm)
(wk).....

Classifieds

Announcement Prize Winners. The Western Districts BMX Club would like to announce the winners of its Mountain Bike competition advertised in *Freewheeling* last year. The winner of the first prize a Hillman Alpine all-terrain bike was D Cattell of South Penrith. Other prize winners are: Second prize, C May of Blackett NSW; Third prize, Mr Watson of Pymble NSW.

TRAVEL

Cycle New Zealand. A cycle touring paradise. Incomparable scenery and environment. Quality fully supported tours to suit your style. Experienced leaders. Comfortable accommodation or camping. Bike Rentals. Brochure: Kiwiscene, Box 10141, Te Rapa, New Zealand.

Holiday with a difference Drive Tropical Bicycle Odysseys' support vehicle and SEE the atherton Tableland! Free hotel accommodation. TBO PO Box 5092 Cairns QLD 4870.

New Zealand pedaltours with sag wagon. Camping or hotels, North and/or South Island, 6-37 days. Maximum 10 people per tour. Group discounts. PO Box 49-039, Auckland 4, NZ.

TOUR NEW ZEALAND — Fantastic scenery, bargain rates accommodation, information and equipment. **JACK TAYLOR TANDEM.** \$150/mo. Bruce O'Halloran, 40 Amy St, Auckland 5, NZ. Ph: 59 1961.

BICYCLE HIRE

Bicycle Hire. Ten-speed touring bikes including Mountain Bikes. All sizes and shapes. Also racks, panniers, locks and lights. Inner City Cycles, 31 Glebe Point Road, Glebe. Phone: (02) 660 6605.

RENT-A-CYCLE TASMANIA 10-speed, low gearing, all frame sizes, ladies or gents. Completely equipped for touring. Postal bookings accepted. Seven years hiring experience. Brochure, rates, your questions. 36 Thistle Street, Launceston, Tasmania. Phone: (003) 44 9779.

ACCESSORIES & EQUIPMENT

Q: What is a Sorebutt? A: Something you don't get with the **Allyn Air Seat!** Full details: A.C. Imports, PO Box 355 Subiaco, WA 6008.

The Num-Bum Protector. A sheep skin bicycle seat cover. Suits standard and racing saddles. Comfortable, durable washable. \$20 postage paid. Money back if not satisfied. Send cheque or M/O to C & N Locker, Happy Valley, Adamindaby NSW 2630.

Q: What is the kiss of comfort? A: The most comfortable bike seat ever. The **Allyn Air Seat.** Full details: A.C. Imports, PO Box 355 Subiaco, WA 6008.

FOR SALE

FOR SALE Or Lease. *Isa Cycle World*, Mt Isa Freehold. Modern shop. Large repair section. \$60,000 plus S.A.V. Phone (077) 437570 or 433482 a.h.

With regrets Bike Shop for Sale. Rose Bay Cycle Depot. Shop 5, Ian St. New & used, tree-lined Rose Bay, Sydney. Situated near Franklins. Lease ends Feb. 1985. \$785pcm. Phone: (02) 371 8543. Price negotiable.

Freewheeling Classifieds are seen by over 12000 readers across the country. Rates for 1985 are: \$12.00 per 25 words or less. 50 cents for each additional word. Personal classifieds single issue only. Trade classifieds 15% discount for six insertions or more. Payment with order please. Send payment and typed copy to: *Freewheeling Classifieds*, PO Box K26 Haymarket NSW 2000.

Members of the Dulwich Hill Bicycle Club 1910.



Dulwich Hill Cycling Days

by Ken Fitzgibbon

"Make me an offer," said the auctioneer, "Make me an offer,
and I'm standing here selling this Bicycle gain or lose

Give me a quid for the old iron horse;
Never needs watering, combing or tethering
Stands always saddled for the occasional lethering.
Faithfully built and it's clean I swear, doesn't kick
and lives on air.

Sold as it stands and without respite
Give me a quid for the old push bike."

Standing there in an inquisitive way, like most folks
at an auction day,
But somehow I noticed the short chain stays, the green
hide straps
And the tight frame made me think of the good old game,
Straightway the crowd and the auctioneer
Seemed of a sudden to disappear, melted away in a kind of
haze,

For my heart went back to my cycling days
For those that love it and understand
A bike can become part of a man.
Back to the road, and I pushed again
Up the hills and down again
With my head bent down 'gainst wind and rain
Pedalling and pushing most of the time
Seeing the country I'm proud to call mine
Back to the trams and their dangerous lines,
The bike and me beat them many times
They would continually stop and let passengers out

And the Dulwich Hill boys would give 'em a shout.
Very little trouble to ride down to the Quay
Hop on the ferry the bike and me
Over to Palm Beach and have a dip
Ride back home: a non-violent trip.
Man's greatest creation for the use of the wheel
You can go many miles on one good meal
Horses and bicycles were everywhere
The horse and the cyclist were a compatible pair.
Then the internal combustion engine arrived
Exhausting its garbage into the skies.
We had to move over or be made mince pies

"Only a pound and this was the end, Only a pound
for the cyclist's friend"

The Cyclist's friend that had kept him fit
And taken him on many a long trip
Well I made a bid for sense of pride
It's hard to think you're too old to ride
"Thank you Old Timer and cheap at that
'Gainst you there in the soldier's hat
Only a guinea and one more chance
down it goes if there's no advance
Third and the last time 1.2.3"
And the old push bike was knocked down to me.

And now with a set of granny gears
I can ride it down to have a few beers.
The creaks and groans that can be heard,
Are not the Old Bikes for it runs like a Bird
It mostly stands against the wall
But it can do a journey to beat them all
It's hard to explain in many ways
But it can take me back to my cycling days.

Special announcement

To Freewheeling Mail Order customers

Freewheeling Australia Publications announces that our mail order business has been sold to the Australian Cycle Trails organization and will form part of their drive to give both local and overseas cyclists an information and mail order service that is truly world class.

In explaining the move Freewheeling publisher Warren Salomon said that with the magazine growing both in size and quality of content it was necessary to concentrate on publishing and leave the specialist supply of general and route information to the people who are developing the trails and facilities. Both the old and new proprietors said that customers should experience very little inconvenience during the change over and that all existing back orders would be processed normally as new stock arrived. ACT plans to make few changes for the moment to the present catalogue of over fifty titles however ACT executive director Michael Burlace said that his organization intended to rigorously develop the touring information side of the business to meet the needs of the growing touring scene.

All mail order enquiries should be addressed to:

Post Office Box 499 Haymarket 2000 Telephone (02)264 2521

ACT

Australian Cycle Trails

We've got the Mail Order, you get the Service

Since we informed you that we took over this service from Freewheeling, we have just about mastered its intricacies. We have taken in new stock and we are awaiting some more. This expansion of stock will, of course, provide you with a greater choice of cycling related items particularly in the way of books. Please remember that all items have a money back guarantee. Simply return the good for a full and immediate refund.

Highly Recommended

Effective Cycling by John Forester: This book received an enthusiastic review in the last issue of Freewheeling. In terms of value for money it would be hard to beat. Described as possibly the most important book for adult cyclists of the decade, it has excellent sections on commuting in traffic and on do-it-yourself maintenance. We have a few copies left at \$19.95. It will soon cost at least \$22.95 because of currency exchange rates with the U.S.

Post Office Box 499 Haymarket 2000
Telephone (02)264 2521
Room 9, Ground floor Trades Hall,
Dixon & Goulburn Sts., Sydney NSW 2000

Glenn's Complete Bicycle Maintenance by Coles and Glenn:

We have just taken in fresh stock of this invaluable book which give step by step instructions of how to carry out every form of repair and maintenance to your bicycle. While not wishing to put your local bike shop out of business you will probably want to cut down the amount of money you spend there. This book is excellent value at \$23.95.

Selection from our stock

Our new catalogue is nearing completion, here are some things that will appear in it.

Bicycling Science \$16.95

Cooking On The Road \$11.55

Forty Rides Around Canberra \$5.00

Around Town Cycling \$2.95

International Cycling Guide 1984 \$14.50

The last mentioned book will be sent to you without any handling charges. Otherwise please add \$1.60 for orders up to including \$10; \$5 dollars for orders over \$10.

When ordering please make your cheques payable to Australian Cycle Trails, and note our new address of PO Box K499 Haymarket 2000.

DAY RIDE OR OVERLAND TOUR KARRIMOR MAKE A RANGE OF BAGS TO SUIT EVERY USER

You may not want to tour the world or cross the country, but when you do you can be sure that there's a range of quality Karrimor bags to suit your task.

For the serious and committed user the Kabriolet range (below right) combines the proven strength of KS1000e fabric with the latest developments in pannier bag design. Kabriolet bags all feature the unique Kobra hood, designed to keep the rain out but allowing the rapid access of zipper fastening.

For the weekend and occasional user, the Karrimor standard range offers bags in either KS1000e or stain resistant Silvaguard fabrics. Standard range bags offer tried-and-true Karrimor designs in a large number of shapes and sizes.

For the beginner, Karrimor have introduced the Karrier range. With these budget priced bags it becomes possible to get started in bicycle touring without a hefty cost or compromise in quality.

The Karrimor Guarantee

All bags made with the KS1000e fabric are guaranteed for the lifetime of the user. Bags made from Silvaguard fabrics are guaranteed for 5 years. This guarantee does not apply to bags and equipment brought by professionals, outdoor centres, or activity groups. Not transferable. KS1000e and Silvaguard are registered trade marks.



KARRIMOR

Karrimor Australia Pty Ltd
P.O. Box 135, Beaconsfield NSW 2105